CYCLE NEWS®

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Camel Pro Series

Morehead strikes gold at Hagerstown

Stanton, LaRocco prevail at Millville National MX

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IN THE WIND By Papa Wealey

Dan Ingram (Hon) was the winner in round six of the AMA National Championship 600cc Dirt Track Series held August 18 on the half mile at the Erie County Fairgrounds in Hamburg, New York. Rodney Farris (Hon) finished second and Mike Hale (W-R) was third. Ingram trails defending champ Chris Carr in the point standings, 72-56, with two rounds remaining. Jason Fletcher (W-R) topped Brian Tillson (W-R) and Greg Sims (H-D) in the Junior final.

American road racer **Richard Arnaiz** (Hon) won round seven of the European Formula One Championship at Misano, Italy, August 19. The win gives the Californian a seven-point lead in the title chase, with one round of the series remaining at Donington Park, England, in late September. Arnaiz needs to finish fourth or better at Donington Park to sew up the title.

With most of the F-1 Championship rounds broadcast live on European television, **Richard Arnaiz** has become somewhat of **a hero** in Italy, home of the Bologna-based Team Rumi RCM. Upon entering an Italian restaurant recently, Arnaiz received a standing ovation from the patrons and then spent the next two hours signing autographs. Arnaiz was accompanied by his friend and former Team Motor Sport teammate **Phil Kress**, who went unrecognized.

Nearly 3000 people were on hand for the grand opening of the**Motorcycle Heritage Museum** on Thursday, August 16, in Westerville, Ohio. The opening ceremonies featured comedian Jay Leno and Bob Forbes, son of the late Malcolm Forbes. Leno paid his own expenses to be on hand for the opening of the 7000-square-foot facility which occupies a portion of the AMA headquarters building and he concluded his brief speech with word that he was donating $5000 to the museum. If your travels won't take you near Westerville in the near future, souvenir programs of the inaugural exhibits, which include exhibits entitled Women in Motorcycling and Decades of Development, may be obtained by writing to Ken Reid, AMHF, P.O. Box 6114, Westerville, OH 43081-6114. The cost is $4 plus $1.50 shipping and handling.

A new **contingency program** for selected **Camel Pro Series** events has been established by Polar Molecular Corporation under their Elf/DurAlt Performance Products banner. Awards of $300, $200 and $100 will be paid to the top finishers using **Elf Racing Gasoline** and carrying Elf/DurAlt Performance Products decals at the August 25 Indy Mile, the September 9 Syracuse Mile and the October 6 Sacramento Mile.

Camel Pro Series competitor **Tim Mertens** will be honored at the 2nd Annual Benefit Steak Dinner which will take place at Russ Davis' clubhouse in Chagrin Falls, Ohio. Tickets are $25 each or $40 for a couple. For more information, call Russ or Sue Davis at 216/543-1457.

The half-mile oval at the Western Kentucky State Fairgrounds in Hopkinsville will be the site of the first **AMA National Championship Vintage Half Mile** on Sunday, September 30. Neil Keen, winner of the 1961 Ascot Half Mile round of the Grand National Championship Series, will compete in the event, which runs in conjunction with an AMA Pro-Am program. If you're interested in competing in the vintage event on a pre-1976 flat track bike, write: Russ Whittinghill, 2327 Brighton Drive, Louisville, KY 40205.

John Ulrich resigned as editor of **American Roadracing** on Monday, August 13, to begin full-time management of Team Suzuki Endurance, or so says a press release from Vance & Hines Publishing. But according to a press release issued on Thursday, August 16 by Ulrich himself: "I did not 'resign' at all; I was blown out, pure and simple." Says Ulrich: "I refused to believe I was on the losing side of a classic advertising versus editorial battle being fought in the offices of my own paper. Now I believe." Ulrich plans to continue his career as a motorcycle journalist and says he is exploring several options. American Roadracing will name a new editor in a few weeks, according to its release.

According to yet another related press release dated August 20, **WERA president Evelyne Pritz** announced that WERA and Ulrich have: "agreed to establish a new, independent high performance motorcycle newspaper." The release goes on to say that more details will be announced soon.

Team Kawasaki MXers **Jeff Ward, Johnny O'Mara, Jeff Matiasevich and Jeff Emig** will sign autographs on Kawasaki Night at the Orange County Fairgrounds Speedway in Costa Mesa, California, August 24. Kawasaki will also sponsor a prize giveaway during halftime.

Join Papa in heading out to West Valley Suzuki/Kawasaki in Canoga Park, California, on Saturday, August 25, where **Playboy Playmate** Teri Weigel will be autographing copies of the new 1991 Mikuni Fast Dates Calendar from 1 to 3 p.m. The calendar, which features some very fast ladies, er . . . make that very fast superbikes and some very attractive ladies, will be available at the dealer for $11.95 and with each calendar you'll receive a free 18 x 24-inch Miss Mikuni poster. It all happens at 7045 Canoga Avenue in Canoga Park.

The first 10 teams that enter the 200 Kilometer **Premio de la Amistad** endurance road race in Satillo, Mexico, September 1-2, will have their hotel rooms paid for by the promoter. Call Marco Sifuentes at 528/416-3431 to confirm entries.

At presstime, the September 2 **Hungarian Grand Prix is still in doubt**. Although the Hungaroring, in Budapest, earlier complied with FIM homologation conditions, it has since deteriorated, and a report from IRTA after Honda went testing there before the Dutch GP means that it could be cancelled. The problems included white lines too far from the edge of the track, curbs that are too high, and a slippery racing surface. The damage to the surface came during a truck race, held after the FIM's inspection. The heavy trucks apparently compressed the surface; in addition, the trucks' tires consist of some 80 percent synthetic material, making it harder to clean off than the more usual racing rubber. Changes to the Armco barriers had to wait until after the Hungarian car GP, held on August 12, but reports in Sweden say that the curbs have been removed, and that track personnel were awaiting a special machine from Germany to clean the track and remove the white lines. The final decision on whether the GP will take place or not may not happen until 10 days prior to the event.

Rumors that Honda is considering signing **Eddie Lawson** again were knocked on the head by HRC official Kazuhiko Tsunoda. "After last year, he (Lawson) spoke badly of Honda in the press," he said. Apparently, more than enough to rule him out of a ride in 1991. Tsunoda also ruled out any thoughts of Kenny Roberts switching to Honda, as had also been rumored. "Kenny has a very strong Yamaha image," he said.

Bimota's V-twin 500cc GP bike, originally scheduled to debut in France and then Britain, is now expected to make its debut in Czechoslovakia on August 26. The bike will be ridden by Italian Vincenzio Scatola.

But according to a press release from the Macau Government Tourist Office, the new Bimota has already made its debut. According to the release, the November 24-25 Macau GP is likely to include "Belgian **Didier de Radigues** on the new twin-cylinder Bimota, recently launched at the French Grand Prix at Le Mans." Ooops.

Cagiva's withdrawal from GP road racing, scheduled to begin after the Swedish GP on August 12, has been delayed. Both Ron Haslam and Alex Barros will join Randy Mamola in the last two European rounds after all. Mamola did not know in Sweden, however, whether or not he would be going to Australia for the final round of the series. "They've said not, but I don't want to discuss it with them over the telephone," Mamola said. "If I can talk to them face to face, maybe I'll be able to persuade them to let me race there."

German road racer **Reinhold Roth** critically injured in a collision in the Yugoslavian GP on June 17, is still in a coma, but has been moved from intensive care to a rehabilitation unit with doctors anticipating a possible return to consciousness soon. It is not yet known what sort of recovery the veteran 250cc rider can be expected to make from his head and neck injuries although there is concern that he may be at least partially paralyzed.

Australian road racer **Peter Goddard** is looking to make it three straight wins for the Australian Marlboro Yamaha Dealer Team in the Sugo, Japan, round of the World Superbike Championship, to be held this year on August 26. In 1988, current Rothmans Honda GP star Michael Doohan won the second leg, while in '89 Michael Dowson, who returns this year on a Kawasaki, also won the second leg. "Our team has a great record in this particular series, so hopefully I can keep it going on this trip to Japan," said Goddard, who has already been on the rostrum at Sugo this season in the FIM TT Cup. However, Goddard feels his chances are better for the Superbike round: "Those Formula One bikes are lighter and faster than the superbike I was riding. But this time we are all on equal superbikes. Given equal machinery I am confident of doing well if I get a good run and a slice of luck."

American road racer **Richard Moore** returned from Japan recently following a season spent contesting the Japanese F-1 Championship. "My team ran out of money," said the southern Californian, adding that he was unhappy with his team's conduct because they made changes to the bike without telling him. Moore will ride a Kawasaki ZX7 in the September 22-23 WERA 24-Hour at southern California's Willow Springs International Raceway, and is currently seeking a ride for the September 15-16 AMA/CCS Supersport National there.

Kenny Roberts, Jr. made his motorcycle road racing debut at Willow Springs on Saturday, August 18. Riding a stock Yamaha FZR400 prepared by Jack Calof of Exotic Motorcycle Imports and accompanied by Chuck Aksland, **"K.R.J.R."** won the 400cc Novice race. Asked which he liked better, Willow Springs or the Lodi Cycle Bowl, the 17-year-old Roberts said, "That's tough to say. I like road racing better, but Lodi is really fun." While the race was Roberts' first on a full-size motorcycle, he's a Yamaha YSR50 racing veteran and he also tested a Yamaha TZ250 at Laguna Seca earlier this year.

American Road Racing Association (ARRA) number one plate-holder **Nick Ienatsch** experimented with **nitrous-oxide injection** on his Steve Bigansky-tuned Del Amo Yamaha TZ250 in an August 18 practice session at Willow Springs. However, Ienatsch's efforts were not as successful as those of Team Marlboro Roberts Yamaha's Rich Oliver and Robbie Petersen, who have been using nitrous on their TZs to help cope with the unlimited displacement machines of their competition in the WERA F-USA Series; Ienatsch's bike holed a piston after just two practice sessions, and he opted to race without the setup. Chuck Aksland, son of Roberts tuner Bud Aksland, spoke with Ienatsch about his team's use of nitrous, saying that they

AMA gets out the vote

The AMA is once again encouraging riders to vote in upcoming elections with its latest "Rider Vote" campaign.

In the past, the AMA's biennial campaign has used print advertising displaying the Rider Vote logo to remind riders of the importance of voting. This year the AMA has added the Rider Vote campaign button which is designed to be worn to the polls and display the "I'm a Motorcyclist Registered to Vote" message. The buttons not only remind candidates that motorcyclists vote, but encourage other riders to become registered as well.

Robert Rasor, AMA vice president of government relations, says riders should seek out candidates who hold favorable views on motorcycling and reward those candidates with a vote in the primary and general elections on November 6. To receive a button, send $2.00 to AMA "Button Up," Government Relations Department, P.O. Box 6114, Westerville, OH 43081-6114.

weren't convinced it was the hot setup. In fact, Aksland said that they've had two bottles "pop their tops" (one in the front seat of their truck!) and once had a line burst.

HyPerTek wheels were banned by the ARRA at their August 18-19 event. The ban was originally proposed by club officials at the Sunday morning riders' meeting after a wheel had begun to come apart in practice, but the riders voted to hold off on a ban until after the manufacturer was contacted. However, when a second wheel began to come apart in the next practice session, club officials decided to disallow the wheels. HyPerTek president Dave Himebauch says that an improperly installed wheel bearing caused one of the failures, while the second "failure" was in fact only cosmetic. Himebauch also said that each of his approximately 100 customers has been informed on how to examine their wheels for this condition, and that a new piece has been designed to prevent reoccurrences.

Volunteer **cornerworkers are needed** for the September 22-23 WERA 24-hour West endurance race at Willow Springs; interested parties should call Sue Fiscus at 818/365-8038.

The Motul U.S. 500cc MX Grand Prix at Glen Helen OHV Park in San Bernadino on August 25-26 will see **Yamaha** debut its 1991 YZ line of motocrossers to the public. The 1991 YZs will be displayed at the race site, and the '91 YZ125s will be raced in the support class by Damon Bradshaw and Doug Dubach. Yamaha will also be giving away event stickers and posters at their display tent.

Rick Doughty of **Vintage Iron** called *Cycle News* to clear up a misconception concerning the **vintage motorcycle display** to be held in conjunction with the U.S. 500cc GP MX. According to Doughty, there will *not* be an open motorcycle show; the only display will be the one at his vendor's booth. "Leave your vintage bikes at home," says Doughty, "We'd hate to see valuable motorcycles left sitting in the back of an open pickup truck."

Veteran road racer **Don Framstad**, 37, was killed in an endurance racing accident at Brainerd International Raceway in Brainerd, Minnesota, August 11. Framstad was the only one of eight riders who went down in an oil spill to be injured; he died later that afternoon at nearby St. Joseph Medical Center without regaining conciousness. Framstad was an original member of the Central Roadracing Association (CRA), and had been racing at Brainerd since 1971. For several years he served as an instructor for the CRA's new riders' school. Framstad is survived by his wife, Bonnie, and three children. The CRA has established a scholarship fund in in his name; send donations to: Don Framstad Scholarship Fund, P.O. Box 22443, Robbinsdale, MN 55422.

Details of 1991-model motorcycles continue to trickle into the *Cycle News* offices, and the lastest concern **Ducati** and **Honda** street bikes. Current rumors indicate that the '91 **Ducati Paso** will be called the 907, and will essentially be a fuel-injected version of the carbureted 906, with 17-inch wheels and inverted forks. Meanwhile, **Honda** is set to launch a new 600cc sport bike to be called the **KV6**. Based on the Japan-only CBR400R, the 600 will likely see some cost-cutting such as a steel frame replacing the 400's aluminum unit. However, the motor will likely have the horizontally split cases of the 400, with the top case half and cylinder bank cast as one piece.

The **Bureau of Land Management** is accepting public input on the effectiveness of the **quarantine** of the Rand Mountain and Fremont Valley areas in the southern California desert. The one-year quarantine was implemented due to the emergency listing of the desert tortoise to the threatened species list and is due to expire on October 1. The BLM will decide whether to extend the quarantine, permanently close the area or reopen it to OHV use. Public comment must be received at the BLM's Ridgecrest Resource Area office, 300 S. Richmond Rd., Ridgecrest, CA 93555.

Suzuki's Eastern Regional 125cc Supercross Champion **Denny Stephenson** competed in the August 12 Washougal, Washington, 125/500cc National MX while continuing to recover from the broken wrist he suffered at the Oklahoma Supercross. Stephenson was outfitted with a special soft urethane cast used by football linemen.

Eric Geboers, who recently clinched the 500cc MX World Championship and announced his retirement from full-time GP racing following the 1990 season, admitted that he will be having talks with Honda Racing Corporation to discuss the possibility of him running a GP motocross team with works Hondas. "I cannot give any more details at the moment because I don't know any," said Geboers at the August 12 Luxembourg GP. "I would like to run a 500cc GP team, but if Honda wants to go in the direction of 125 and 250s and they offered me the chance to run teams in those classes, then I would be prepared to consider that."

When asked which riders Geboers had in mind if his ideas come to fruition, Geboers named Australian **Jeff Leisk,** American **Billy Liles** and Frenchman **Jean-Michel Bayle** as the three top names on his list. Geboers also added that his team would have to consist of two riders. Liles said, "I have known about the possibility of this happening for four months now and I have an open mind at present." Liles was leading the 500cc World Championship Series before breaking his leg at the Italian GP, April 22. Liles was a spectator at the Belgian GP and said he hopes to begin training at the end of the month so that he can race a Superbikers-type event in Paris, France, at the end of September.

Leisk, who has been sidelined with a broken finger, recently drove a Formula Renault road race car at the Paul Ricard circuit in Le Castellat, France, and reportedly turned lap times one second better than anyone else at the session.

Trials riders **Ryan Young, Mark Manniko, Geoff Aaron** and **Todd Roper** have been selected to represent the United States in the September 2 Trial des Nations in Massais, France. The riders will warm up for the event by competing in the August 26 World Championship Observed Trials Series event in Myslenice, Poland. Three-time National Trials Champion Young has been selected to the U.S. team every year since 1985 while Manniko has been a member of the team since '87. Aaron, who spent much of this year competing in Europe, and Roper will be making their first appearances on the U.S. team.

Motocrosser **Mike LaRocco**, enduro ace **Jeff Russell** and National Hare & Hound Champion **Dan Smith** will be switching from HiPoint apparel to the Malcolm Smith Racing apparel line. MS Racing, which owns HiPoint, is discontinuing the HiPoint line, although they will still carry HiPoint boots.

Team Honda motocrosser **Rick Johnson** was a special guest at the July 31-August AMA/Honda Amateur National Championship MX at Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee, and took a few laps around the track alongside five-time 500cc MX World Champion and Honda advisor **Roger DeCoster**. Johnson also found himself playing left field during the softball tournament that was part of the event. Johnson made an error and struck out once, but he did outrun an infield ground ball for a single.

The **off-track activities** at Loretta Lynn's have grown in popularity over the past nine years to the point where the softball and volleyball tournaments are looked forward to almost as much as the racing. This year's big winner was **Jack Skutnik's Broome-Tioga team**, which won both the softball and volleyball tournaments. Other winners included **Kawasaki Team Green** in the tug-of-war contest, the **Yokohama** crew in the HRC (Honda Racing Chili) Cook-Off, and photographer **Kent Vann** in the Triangle Training 5-kilometer foot race.

Newly-crowned National Hare Scrambles Champion **Scott Summers** and enduro ace **Aaron Hough** were among the many competitors who competed at Loretta Lynn's. They were on hand to sharpen their motocross skills for future special tests in enduros and the ISDE. Summers finished 24th overall in the Open A class while Hough was 33rd overall in the 125cc A Modified class.

RESIGNED: Tony Mills, 54, product manager for Dunlop Tire Corporation, effective January 1, 1991. Mills' "early retirement" comes after 40 years with Dunlop, the first 26 in England and the final 14 in the United States. As Mills says: "A lot of water has flown under the bridge and a lot of Dunlop tires have rolled over the road since then." Mills plans to start a new company that will keep him active in the motorcycle industry as a consultant, freelance writer, and lecturer; he can be reached at 716/631-3328.

CORRECTION: The Steve Wise two-day MX school at Mid America Cycle World will take place in Memphis, Missouri, on September 22-23. For more information, call 816/465-7067.

HIRED: Merrill Vanderslice, as assistant special projects manager of the AMA professional racing department, specializing in technical matters including machine and equipment homologation procedures, technical rules and field procedures for technical inspections. Vanderslice, 37, worked for the past five years on Kenny Roberts' racing teams, and prior to that as service manager of Kenny Roberts Yamaha in Modesto, California.

BORN: Joseph Tucker, son of vintage motocrosser/tech inspector Eric Tucker and his wife, Cindy, in Walnut Creek, California, August 15.

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ON THE FRONT PAGE:

Steve Morehead had the biggest payday of his career at the Hagerstown Half Mile where he won the 20-lap National as well as taking home a $10,000 paycheck for his victory in the Camel Challenge. Coverage begins on page 6. Photos by Bert Shepard.

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VOICES Letters to the editor

Washougal blues

My love/hate relationship with American motorcycle racing is still going. After returning from the motocross National at Washougal, Washington, I feel the need to tell the AMA, Kawasaki and local "free enterpriser" Big Mike how I feel.

The riders put on one heck of a show and the racing itself was as usual — outstanding! The bad news, however, comes from the morons who staged the Miss Kawasaki/Washougal Bikini Contest. Suffice to say that thanks to some raving nitwit of an announcer, it quickly degenerated into a strip show shootout.

If this is a new marketing ploy from Kawasaki's advertising agency, I think they just set the company back about 10 years.

Listen, I like naked girls as much as the next guy, but I paid $30 for my ladyfriend and I to watch a "T&A" contest? Give me a break. After what seemed like an eternity, the contest finally ended. Were there any parents at the race with kids?

Finally, I paid $3 to some guy named Big Mike to park and later found out that parking was free!

Obviously Kawasaki and others have spent a lot of time and money over the years nurturing this sport along a rocky road to public acceptance and support. I'm sure they had no idea what kind of show they were endorsing. However, ignorance is no excuse. Unfortunately, until the AMA and the manufacturers get serious about the type of promoters they do business with, motocross will continue to be regarded by the major media as a "trash" sport, along the lines of mud wrestling and demolition derbies. It's too bad, because the riders deserve better.

Jon Stickel
Bellingham, WA

Washougal embarrassment

My family and I just returned from watching the National Championship 125/500cc MX at Washougal.

I am deeply concerned, saddened and furious at the way the Miss Kawasaki/Washougal girl was picked. I have been to the National MX at the Washougal track the past several years, and in all those years I considered it to be a fun, clean, family entertainment with the Miss Kawasaki contest. This year I was very disappointed and embarrassed. I helped my daughter prepare for the contest and thought I could be very proud for her to compete for the title. I thought it was a respectable title. I was wrong.

There were about 10 girls that walked up on the announcer's tower to compete in the contest. Most were in bikinis, but some wore shorts and tops (my daughter was in shorts). Jeff Matiasevich just about picked the winner without the crowd's applause and shunned the girls that were shy and wore more clothes. That got the men in the audience going, then when it came down to the final choice the girls were willing, with Matiasevich's encouragement, to take off their tops in front of the audience that was filled with family and children. When that wasn't enough one of the girls took her bikini bottom and made obscene sexual gestures. No one stopped this behavior at all, Matiasevich seemed to encourage it more.

I was so embarrassed to see my daughter stand up there and be subjected to this kind of behavior. I see no problem with contests like that if they are advertised as such and are held where families and their children are given the choice to be exposed to such behavior.

There were apologies given in between the National motos, but Matiasevich apologized with mockery.

Barbara Lauer
Canby OR

The above letter was sent to Kawasaki . . . Editor.

Godspeed, dirt track racing?

How has motorcycle racing become such a small part of the Black Hills Classic that it started 50 years ago?

One only has to get involved in the racing activities for a short time to get a clear picture. Winning has become so important that the people participating in and organizing the races have lowered themselves to dishonesty and disrespect to achieve their goals.

Verbal abuse by our number one 600cc rider to his mechanic in front of a large Rapid City crowd, did little to further our sport. Dishonesty by the clerk of course in short track events for the gain of certain riders, disrupted the program.

AMA officials looked the other way, apparently condoning these actions. Has greed completely taken over? Are sanctioning fees the only important thing to the AMA?

Dirt tracking is truly American motorcycle racing. Let's make it something to be proud of.

I would like to apologize at this time for my behavior, particularly to the AMA official at the Thursday night short track.

Thomas Sherman
Salmon, ID

Forget Freddie

I keep reading articles and pieces everywhere, *Cycle News* included, about Freddie Spencer. Who cares? He is an unreliable, slow, spoiled, ungrateful has-been. Why do respectable sponsors and racing organizations, such as Two Brothers Racing, continue to pursue a long, lost cause by the name of Freddie Spencer? He is still young, but not even in the same league as Lawson, Rainey, Gardner, Kocinski and Schwantz. Leave him out to pasture where he belongs. He will only continue to embarrass himself and his sponsors by not showing up, lying and very lackluster performances. Please, for the sake of motorcycle racing and its loyal fans, let Freddie Spencer rest in peace.

Eric Welborn
El Paso, TX

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Team Suzuki/R&D Racing rider Ezra Lusk went one way. Teammate Jeff Dement went another. But they came back the same way. Grand National Champions.

Lusk blew the competition away at Loretta Lynn's on his RM80, winning both the Modified and Stock Expert classes on the way to the AMA championship. Dement, despite a recent hand injury, pounded the field in Ponca City on his RM80 to win the Stock Expert class, and the NMA championship.

Congratulations to Lusk and Dement. See you next season on the victory stand. And there's no two ways about that.

Professional riders pictured in sanctioned competition. The RM series motorcycles are for off-road competition use only. Always supervise youngsters riding the RM80. Always wear a helmet, eye protection and protective riding apparel. Remember, riding and alcohol or drugs don't mix. For the name and location of your nearest Suzuki dealer, call 1-800-255-2550.

Steve Morehead (42) and Chris Carr (20) didn't see the move Scott Parker (1) made to avoid Rusty Rogers (57) in the Hagerstown National. Ronnie Jones (16) did.

Morehead strikes gold at Hagerstown

By Jack Mangus
Photos by Bert Shepard

HAGERSTOWN, MD, AUG. 19

Privateer Steve Morehead, riding the Harley-Davidson XR750 he calls Old Paint, won the 10th Annual Hub City Classic Half Mile at Hagerstown Speedway, logging the biggest payday of his lengthy racing career.

"This is the happiest day of my life — no, make that the second happiest day," said Morehead after he had topped Harley factory riders Scott Parker and Chris Carr in the 20-lap National final. "The happiest day was the one my daughter was born on, but this is by far the happiest day I've had in racing. A $20,000 happy day!"

Morehead, who would celebrate his 35th birthday just four days after the event (on August 23), did indeed give himself a $20,000 birthday present. He won the day's Camel Challenge race, earning $10,000, then added the $4000 National winner's share of the $29,500 purse to his day's take, the $5000 Harley-Davidson contingency award for a National win, plus lap leader money and additional contingency prizes.

For Morehead, his third National victory at Hagerstown (prior wins coming in 1987 and 1988) was his second National win of the year and the 17th of his career which moves him into a four-way tie with road racer Mike Baldwin and fellow dirt trackers Hank Scott and Steve Eklund for 12th place on the all-time National win list.

Defending Grand National Champion Parker finished second while points leader Carr was third.

"Steve did a tremendous job," said Carr who had twice seen Morehead take the lead away from him during the day (in the Camel Challenge and later in the National). "I tried everything I could to get by that old guy, but I just couldn't do it."

Having finished a distant third in his heat race, Parker started the National final from the second row, a handicap on the sun-baked narrow groove track. He turned in a spectacular early lap ride that saw him move into third on the fourth lap and into second to stay on the 13th lap. Parker earned 16 points, three more than Carr, but he is still 14 points down, 170 to 156, with six rounds remaining in the series.

"We're feeling a little deficit right now," said Parker, "but at the end of the year we'll be a positive."

A fourth place finish by Ronnie Jones moved him into a tie for third in the point standings with Dan Ingram, who finished ninth.

Time Trials

Only 34 Experts posted for the Sunday afternoon race and the fastest of those in time trials was Rusty Rogers. The rider from Virginia rode the Johnny Goad Honda RS750 to a new track record with a 24.092 second lap, breaking the mark of 24.259 seconds which Doug Chandler turned in last year.

Joining Rogers in earning a starting slot in the lucrative Camel Challenge were Will Davis, who was racing with a sore foot that he injured in the Peoria TT, with a lap at 24.330, Jones, Carr, Morehead and Tim Mertens.

Jay Springsteen, Ingram, rookie Expert Mike Hale and Marylander Rodney Farris rounded out the top 10 qualifiers.

Heats

After a traditional night running had been rained out on July 14, Hagerstown Speedway owner Frank Plessinger and the AMA rescheduled the race for a Sunday afternoon with a start time of 3 p.m. Showers the night before the race did little to put moisture into the surface of the often used track and the surface that was offered to the Camel Pro Series competitors was a slippery and occasionally dusty one.

Fast qualifier Rogers made the mistake of choosing the outside pole position for the first of four 10-lap heats, each of which would advance the top three finishers to the National. Curt Rehmert jetted away from his inside pole position and led the field onto and around the low groove in turns one and two at the start. Rehmert led the first lap but on lap two Rogers slipped by and that was that. The FIG Racing/Bell/Inge Decals-backed youngster stretched his lead on every lap and eventually won with a four-second margin over runner-up Ingram, who had moved into second on the third lap, and George Roeder who had fought for second with Ingram in the middle portion of the race before dropping back to third. Rehmert finished fourth, semi bound.

"It's real slippery," said Rogers, "You have to control it with the throttle."

Davis put the Eddie Adkins-tuned Harley on the inside pole for the start of the second heat race, but that didn't equate into the lead at the start of the race as three-time Grand National Champion Jay Springsteen, much to the delight of the crowd, pulled the holeshot and led the field away only to be greeted by a red flag when he led the field around the oval and back to the start/finish line. The officials had called for a restart due to an uneven start. While Springsteen didn't quite repeat his great anticipation of the green light the second time it came on, he did lead the field across the line at the end of lap one.

The race developed into a three-rider fight that saw Springsteen, Farris and Davis go at it hammer and tong until Davis bobbled in turn three and the other two broke away. Farris and

Springsteen swapped the lead back and forth until Farris took it for good when he passed Springsteen on the back straight on lap five.

Farris, aboard the Gardner Racing Harley, proceeded to open up a comfortable winning margin, while Davis charged up from fourth on lap five to take second away from Springsteen on lap seven. The three rode unchallenged the remainder of the race. Craig Estelle, who had led off the line, finished fourth.

"I was forced to use different lines on the first few laps," said Farris. "It took a couple of laps to figure it out that the bottom line was where to be."

Tim Mertens pulled the holeshot at the start of the third heat race, but by lap three Ronnie Jones had put his Garvis Honda into the lead for good. While the low line worked for Farris, Jones opted to run the high groove.

"We were set up to run high so we ran there," said the Oklahoma rider. "Everybody else was staying down low, but we stayed with it. I'll watch the other races and decide what to do in the main. You have time in the main to make changes, which you don't have in a heat race or a five-lap Camel Challenge."

While Jones was romping home unchallenged, nobody was secure in the two advancement spots behind him as veterans Terry Poovey and Tim Mertens were to discover.

Scott Saunders, a Penn State graduate who like Rodney Farris hails from Cockeysville, Maryland, and belongs to the same club as Farris — the Baltimore County Trail Riders, was running in fourth on the third lap but on the following lap he began to pressure Poovey, who was running third. Two laps later Saunders dropped Poovey to fourth with a drive off turn four.

At first it appeared as though the finishing order would read Jones, Mertens and Saunders, but Saunders kept charging and narrowed the gap between himself and Mertens.

On the 10th and final lap Saunders moved by Mertens to take over second behind winner Jones.

Mertens, who hung on to third over Poovey, coasted into his pit area with a flat rear tire. "It started going down four laps from the end," said Mertens, who had mounted a new tire, relieved in the fact that he had salvaged third to advance to the National. "At least I had built up enough of a lead that I could get third," said Mertens.

Poovey, who faced a semi, said his bike hadn't worked no matter where he tried to ride it and changes would be made for the semi.

ESAB Airco Arc Equipment/Taylor White Racing/S100/Zoom Cycle Accessories/Shoei/Diamond/Main Line Automotive/BCTRA-backed Saunders was obviously pleased with his performance. He had qualified for his first-ever National at the same track the previous year.

The fourth and final heat had Carr, Morehead and Parker, arguably the three finest half mile racers in the country, gridded side-by-side on the front row and when the green light flashed that trio jetted off the line in a clump.

Carr pulled the holeshot, but it was Morehead who worked the high line through turns one and two and held the lead down the backstraight and across the line on lap one. Morehead never looked back as he left Carr and Parker in his dust and eventually finished with a half a straightaway margin of victory over runner-up Carr and Parker, who finished a distant third.

"That Rogers Honda and its super suspension is really working good, but we'll be right there in the main," said Morehead, who referred to his Harley as "Old Paint with new paint."

Rodney Farris (92) finished sixth in the National, Terry Poovey (18) fifth, Tim Mertens (53) 12th and Robert Lewis 13th.

Semis

Only the winner of each of the two 10-lap semi-final races would advance directly to the main event, and the first semi saw Curt Rehmert pull the holeshot and do his best to grab that spot. But that was not to be as R&I Mfg. Co./So Tier H-D/Binghamton Chapter HOG/Bell-backed Craig Estelle took over the lead for good on lap three, successfully holding off challenges from Robert Lewis, who finished second.

Poovey put his Mariouneaux Racing Honda into the lead on the first lap of the second semi and stayed there to score the win. Michael Scott turned in a last lap effort to take the win away from Poovey, but after charging up to the Texan's rear fender, Scott got off the groove in turns three and four and Poovey was home free.

Camel Challenge

Ronnie Jones described the upcoming Camel Challenge as "a five-lap free-for-all."

Asked what it took to win one, Will Davis said, "Get off the line first and hope the line you pick is the right one. You don't have time to pick another one."

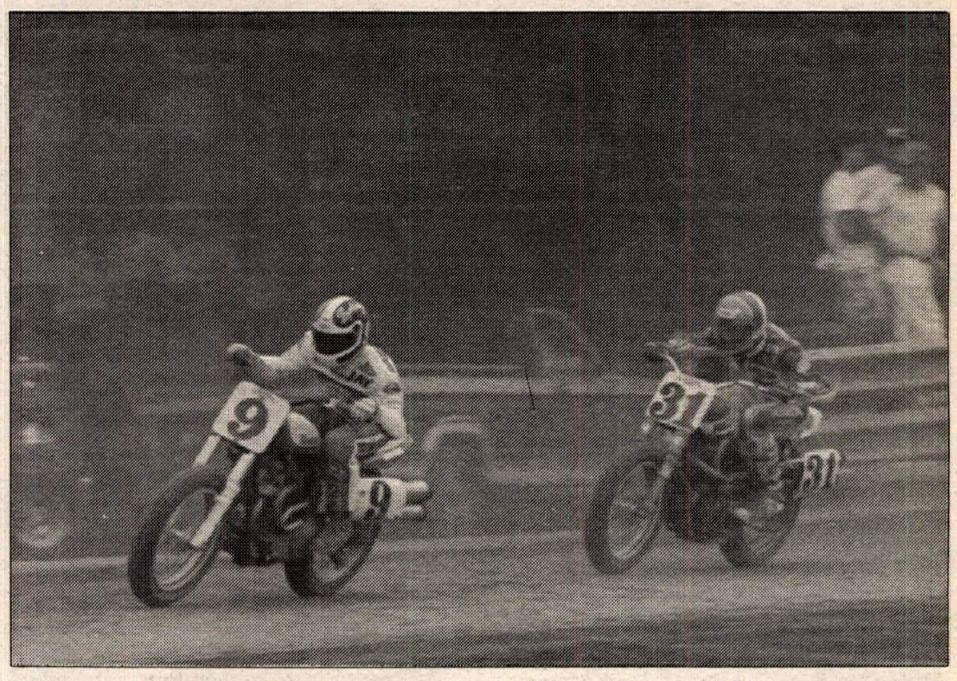
And how was pole-sitter Rusty Rogers going to run the race? "Wide open all the way."

Rogers wasn't the only rider with that strategy as the fireworks began immediately with Carr, Mertens, Morehead and Davis crossing the finish line at the end of the opening lap after having run four abreast through turns three and four.

Carr, Mertens and Morehead turned in a three-abreast charge through one and two on the second lap and then repeated that on lap three. Lap four saw Morehead put a move on Carr in turns three and four to take the lead. And for all practical purposes, the lap four move was the race as Morehead opened up a small gap over Carr on the fifth and final lap and the win was his.

Carr finished second with Jones placing third after having taken away that spot from Mertens on the last lap. Rogers was a distant fifth and Davis finished sixth.

Dan Ingram (31) pursues three-time Grand National champ Jay Springsteen (9) down Hagerstown's back straight. Ingram finished ninth, Springsteen seventh.



"I wanted to win it," said Jones. "But keeping in mind the fact that Scott and Chris get a salary, since I didn't win it I'm glad to see Steve get it."

"I got outsmarted by the old man," said Carr. "He got right there with me and the way he was riding I said to myself, 'Uh, oh. He really wants that money.' "

Holding the replica check for $10,000 above his head, Morehead said, "This is all mine!" referring to the fact that he was riding his own bike and didn't have to split the prize money with someone else. He added, "He (Carr) bobbled and when I saw him stand on the gas tank, I made my move."

Last Chance Qualifier

The 10-lap race that would advance the last rider of the day to the National was a two-part battle between two riders carrying the number 88: #88 Robert Lewis and #88A Michael Scott. The only rider who challenged either was Don Estep and his race came to an end when he crashed on lap five, bringing out the red flag and causing a restart. Estep walked away from the accident, but did not make the restart which saw Lewis leave Scott behind as he went on to win and qualify for his first-ever National final.

"Happy? Am I happy? Sure, I'm happy," said JL&H Sales/Lewis Grocery/Bell/Cox H-D/Eddie Adkins/Edgecombe Electric-sponsored Lewis.

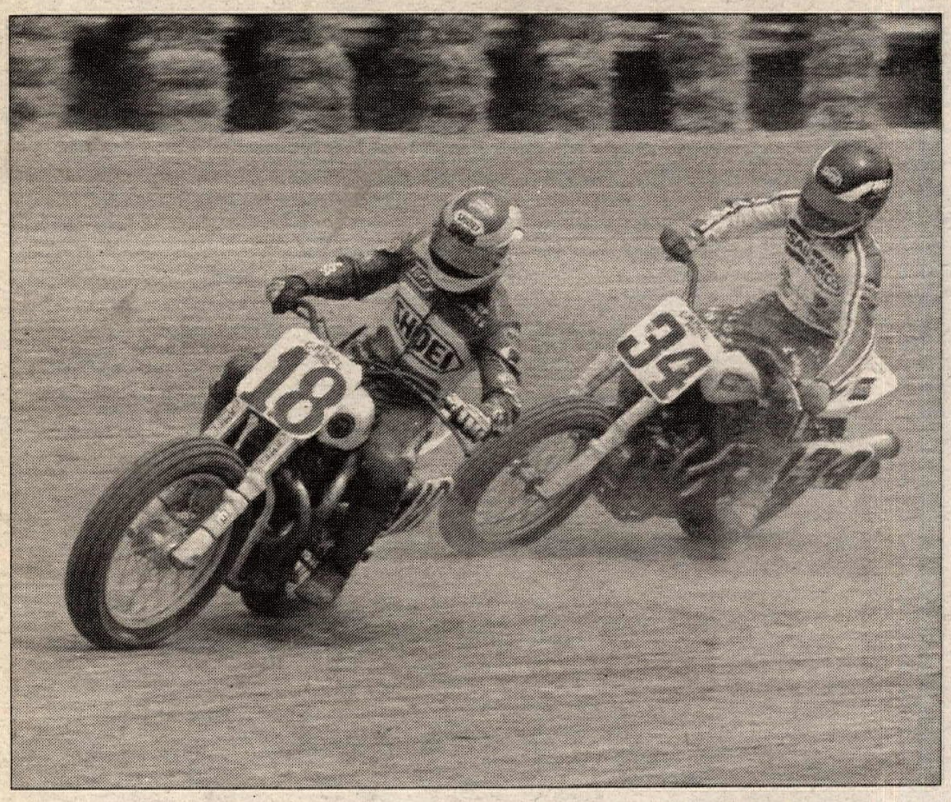
Junior National

Forty-six yellow plate riders showed up at Hagerstown Speedway, all seeking one of the 24 spots open in the two qualifying heats and hopefully one of the 12 spots on the Junior National final's starting grid.

For Edmonds Racing/Spectro/Wilcox M.C./R&I Mfg./Fat City Printing/Bob's Shop-backed Jason Fletcher of Warren, Connecticut, it was a perfect day. Riding a Wood-Rotax prepared by former dirt tracker Gary Edmonds who last raced in 1979, Fletcher posted fast time with a lap of 24.871 seconds, won the fast heat, and then added the Junior National win, his second of the year, to his perfect performance.

Fletcher led each and every lap of both his heat race and the final.

DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 10



Marylander Scott Saunders (34) got by Terry Poovey (18) in their heat race and then passed Tim Mertens to finish second behind heat race winner Ronnie Jones.

Steve Morehead had the biggest payday of his career, winning over $20,000.

Junior National winner Jason Fletcher had more than Miss Hagerstown Speedway to make him smile. He had just won his second Junior National of the year.

Brian Tillson, winner of the other Junior heat race, finished second in the National, after displacing Georgie Price and then Harold Dorsey Jr. from that spot. Dorsey finished third with Price fourth.

The win moved Fletcher, the only Junior to score two National wins in the 10 rounds of the 12-round series run thus far, into second behind Tillson in the Junior National point standings. Fletcher displaced Steve Rasmussen, who finished 12th in the final, from the second slot.

National

Promoter Frank Plessinger couldn't come up with a crowd count, although he seemed to be pleased with the turnout. "If we had run last month, you wouldn't have believed the crowd we would have had," said Plessinger. The grandstands which line the front straight at the facility appeared to be three-quarters full.

Pole-sitter Rogers chose a starting spot three slots from the inside of the track and he was joined on the front row by Farris on the outside pole, Carr next, then Ingram to his right, with Morehead and Jones to his left on the inside.

Row two read — from the outside down — Mertens, Springsteen, Parker, Roeder, Saunders and Davis. Lewis, Poovey and Estelle occupied row three.

Prior to the start of the National, veteran Terry Poovey had summed up what all were about to see: "It'll be tough to pass. You might get (pass) a guy off a corner, but that's about it."

Nowhere is a start more important than on a groove half mile, and everyone on the starting grid demonstrated that they were well aware of that as the field blasted away at the flash of the green light. After the initial sorting out, first in turns one and two and then in turns three and four, it was 600 National Champion Carr leading Jones, Morehead, Rogers and the rest of the field across the line at the completion of the first of 20 laps.

Carr stayed up front on the next trip around the oval, but on lap three Morehead got one of the drives off a corner that Poovey had mentioned and took the lead away from Carr as they headed down the back stretch. The order of the front-runners at the end of the lap read: Morehead, Carr, Jones, Parker, Rogers, Ingram.

Parker, who had finished a distant third in his heat race, was on a charge that had taken him from his second row start to fifth at the end of lap two, to fourth on lap three and then to third on lap four. "(Tuner Bill) Werner got it working after the heat," said Parker.

Morehead stayed in front, but it was apparent that Carr, who was running second, was losing ground to the leader. By the end of the fifth lap, the racers who would finish in the top five spots — Morehead, Carr, Parker, Jones and Poovey — were running in the top five. Only a later pass would change the running order. That pass came on the 12th lap when Parker got around his teammate Carr to take over second for good. Parker's move into the runner-up spot set the top finishing spots. But behind the front-runners there were several position changes. Rogers slowed dramatically on lap four, dropping back to last, where he would finish. ESP Racing's Ingram and crowd favorite Springsteen were running with the front-runners in the early going but were dropped back to slots seven and eight, respectively, by Farris on lap seven.

Farris settled into sixth, where he would finish, but Ingram's slide backwards wasn't over as both Springsteen and Saunders moved by him on lap 11.

The remainder of the race was a follow-the-leader affair with no position changing and when the checkered flag was waved it was Morehead crossing the finish line with his left fist punching holes in the air.

"Everybody has to have their day and today was ours," said a jubilant Morehead. "Look at who got second and third (Parker and Carr). Scott and Chris run up front all the time. We privateers need our day and damn it, today was our day. It was a dogfight, though. Get out front early was the strategy and it worked. Damn, I'm happy!"

Shortly after the race had ended, a shower let loose and taking cover in a reporter's rental car, Morehead said, "This is so great I don't know what to say. You know, when you ride for someone else you give them half of the money or something like that. I rode for the factory (Harley-Davidson) and they'd take my bike and give it to another guy on the team. But this is all mine. That's my bike and the $20,000 I won today is all mine.

"I couldn't have done it without a lot of help, though. Hank (Scott) built the motor and he's freshened it up. I've got a sponsorship team that can't be beat - F&S Harley-Davidson, KK Motorcycle Supply, Storz, Super-Trapp, Bell Helmets and John Dragoo," said Morehead. "And now I've got to run and call my wife. Damn it, we did it!" CN

Results

TIME TRIALS: 1. Rusty Rogers (24.092); 2. Will Davis (24.330); 3. Ronnie Jones (24.403); 4. Chris Carr (24.510); 5. Steve Morehead (24.706); 6. Tim Mertens (24.709); 7. Jay Springsteen (24.746); 8. Dan Ingram (24.779); 9. Mike Hale (24.851); 10. Rodney Farris (24.856); 11. Terry Poovey (24.863); 12. Scott Parker (24.992); 13. Don Estep (25.007); 14. Michael Scott (25.071); 15. Scott Stump (25.073); 16. George Roeder II (25.076); 17. Chance Darling (25.099); 18. Larry Pegram (25.122); 19. Scott Saunders (25.129); 20. Davey Durelle (25.173); 21. Steve Burkholder (25.183); 22. Robert Majeski (25.189); 23. Craig Estelle (25.204); 24. Curt Rehmert (25.212); 25. Keith Jacobsen (25.334); 26. Robert Lewis (25.390); 27. Todd Martin (25.396); 28. Gary Conkling (25. 426); 29. Jean Bourret (25.438); 30. Paul Crumling (25.446); 31. Randy Texter (25.452); 32. Brad Haas (25. 606); 33. Ian Segedy (26.041); 34. John Holmes (26.384).

HEAT 1: 1. Rusty Rogers (Hon); 2. Dan Ingram (Hon); 3. George Roeder (H-D); 4. Curt Rehmert (H-D); 5. Chance Darling (H-D); 6. Mike Hale (H-D); 7. Ian Segedy (H-D); 8. Keith Jacobsen (Hon); 9. Brad Haas (H-D).
Time: 4 min., 14.462 sec.

HEAT 2: 1. Rodney Farris (H-D); 2. Will Davis (H-D); 3. Jay Springsteen (H-D); 4. Craig Estelle; 5. Robert Lewis (H-D); 6. Scott Stump (Hon); 7. Randy Texter (H-D); 8. Larry Pegram (Hon); 9. John Holmes (Hon).
Time: 4:18.882.

HEAT 3: 1. Ronnie Jones (Hon); 2. Scott Saunders (H-D); 3. Tim Mertens (Hon); 4. Terry Poovey (Hon); 5. Michael Scott (Hon); 6. Paul Crumling (Hon); 7. Todd Martin (H-D); 8. Robert Majeski (H-D).
Time: 4:17.425.

HEAT 4: 1. Steve Morehead (H-D); 2. Chris Carr (H-D); 3. Scott Parker (H-D); 4. Steve Burkholder (H-D); 5. Don Estep (H-D); 6. Jean Bourret (H-D); 7. Davey Durelle (H-D); 8. Gary Conkling (H-D).
Time: 4:15.704.

SEMI 1: 1. Craig Estelle; 2. Robert Lewis; 3. Curt Rehmert; 4. Mike Hale; 5. Chance Darling; 6. Keith Jacobsen; 7. Randy Texter; 8. Ian Segedy; 9. Larry Pegram; 10. Brad Haas.
Time: 4:22.851.

SEMI 2: 1. Terry Poovey; 2. Michael Scott; 3. Don Estep; 4. Gary Conkling; 5. Steve Burkholder; 6. Davey Durelle; 7. Paul Crumling; 8. Jean Bourret; 9. Todd Martin; 10. Robert Majeski.
Time: 4:23.018.

CAMEL CHALLENGE: 1. Steve Morehead (H-D);2. Chris Carr (H-D); 3. Ronnie Jones (Hon); 4. Tim Mertens (Hon); 5. Rusty Rogers (Hon); 6. Will Davis (H-D).
Time: 2:10.441

LAST CHANCE QUALIFIER: 1. Robert Lewis; 2. Michael Scott; 3. Steve Burkholder; 4. Mike Hale; 5. Curt Rehmert; 6. Gary Conkling; 7. Chance Darling; 8. Davey Durelle; 9. Keith Jacobsen; 10. Don Estep.
Time: No time due to restart.

NATIONAL: 1. Steve Morehead (H-D); 2. Scott Parker (H-D); 3. Chris Carr (H-D); 4. Ronnie Jones (Hon); 5. Terry Poovey (Hon); 6. Rodney Farris (H-D); 7. Jay Springsteen (H-D); 8. Scott Saunders (H-D); 9. Dan Ingram (Hon); 10. Will Davis (H-D); 11. George Roeder (H-D); 12. Tim Mertens (Hon); 13. Robert Lewis (H-D); 14. Craig Estelle; 15. Rusty Rogers (Hon).
Time: 8:31.210.

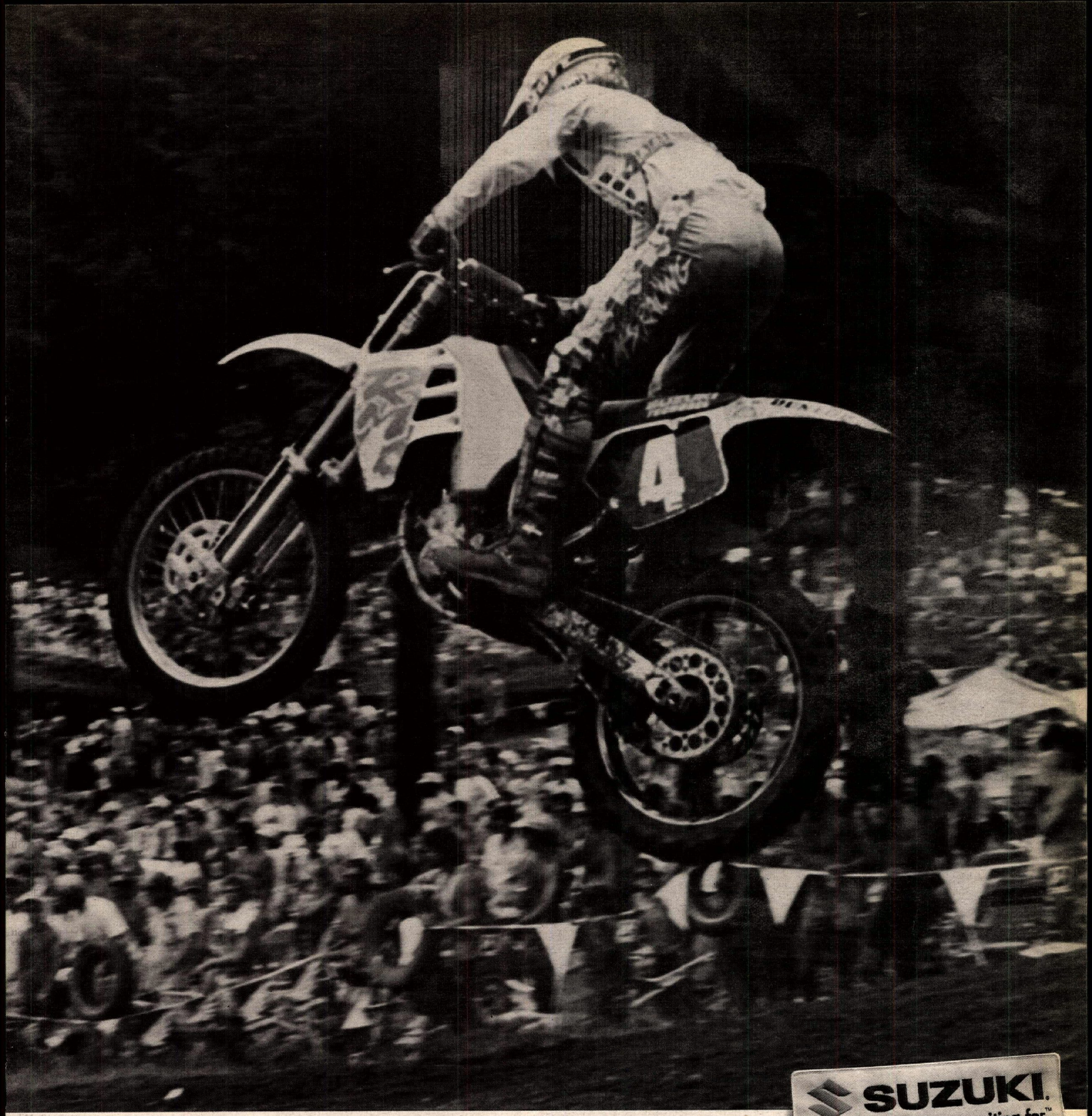
CAMEL PRO SERIES POINT STANDINGS: 1. Chris Carr (170); 2. Scott Parker (156); 3. (TIE) Dan Ingram/Ronnie Jones (93); 5. Jay Springsteen (85); 6. Steve Morehead (83); 7. (TIE) Rodney Farris/Terry Poovey (58); 9. Will Davis (42); 10. (TIE) Kevin Atherton/Tim Mertens (29); 12. Rusty Rogers (28); 13. Ricky Graham (25); 14. Steve Eklund (23); 15. Keith Day (22); 16. Dave Durelle (21); 17. Mike Hale (20); 18. (TIE) Doug Chandler/Rich King (14); 20. Steve Aseltine (13).

JR HEAT 1: 1. Jason Fletcher (W-R); 2. Mike Varnes (H-D); 3. Harold Dorsey Jr. (H-D); 4. Eric George (H-D); 5. Cory Perreault (W-R); 6. Anthony Donahue (W-R); 7. Bill Newkirk (W-R); 8. Scott Sehl (W-R); 9. Todd Kendig (W-R); 10. Stephen Beattie (H-D); 11. Thomas Danielle (W-R); 12. Mike Klopp (W-R).
Time: 2:35.873.

JR HEAT 2: 1. Brian Tillson (W-R); 2. Steve Rasmussen (H-D; 3. Georgie Price (W-R); 4. Alan Eadie (H-D); 5. Jeremy Lucy (H-D); 6. Claude Racine (H-D); 7. Danny Koelsch Jr. (H-D); 8. Steven Marth (W-R); 9. Greg Sims (H-D); 10. Ronald Beauvais (H-D); 11. Paul Normandin (H-D); 12. Harold Hillard (Yam).
Time: 2:36.725.

JR NATIONAL: 1. Jason Fletcher; 2. Brian Tillson; 3. Harold Dorsey Jr.; 4. Georgie Price; 5. Mike Varnes; 6. Alan Eadie; 7. Eric George; 8. Anthony Donahue; 9. Jeremy Lucy; 10. Corey Perrault; 11. Claude Racine; 12. Steve Rasmussen.
Time: 4:20.602.

JR NATIONAL POINT STANDINGS: 1. Brian Tillson (123); 2. Jason Fletcher (99); 3. Steve Rasmussen (95); 4. Steve Beattie (75); 5. Kris Kiser (55); 6. Cory Perreault (54); 7. Dan Stanley (49); 8. Andy Tresser (48); 9. Greg Sims (47); 10. Al Eadie (34); 11. (TIE) Steven Raymond/Jamie Grylicki (33); 13. James Hart (32); 14. Jaime Aguilar (31); 15. Clint Vahsholtz (29); 16. Paul Polhemus Jr. (28); 17. (TIE) Jess Roeder/Harold Dorsey Jr. (24); 19. (TIE) Jeff Russell/Tony Donahue (20).



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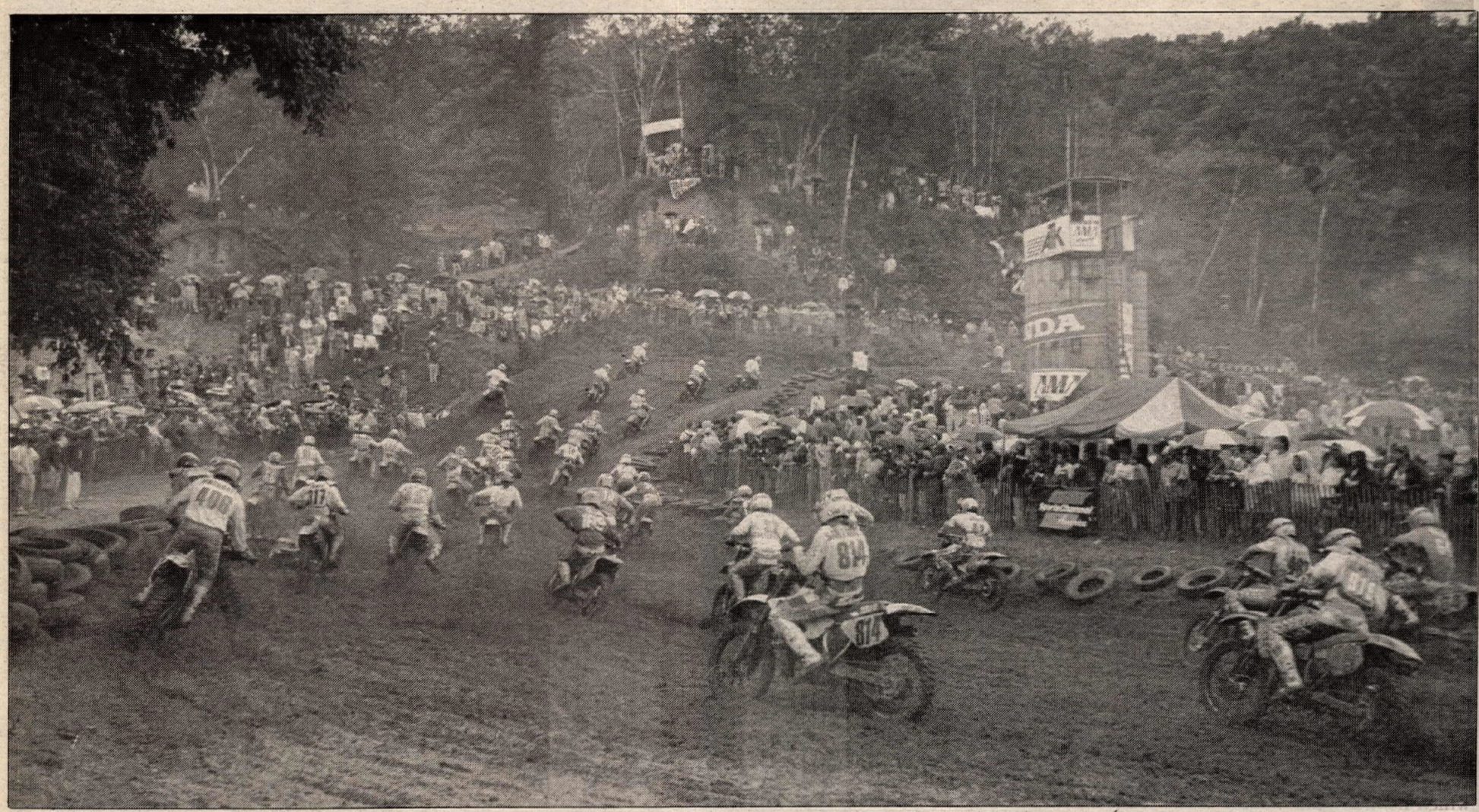
Team Suzuki swept 4 out of 5 top spots in the AMA 125 National Motocross series at Washougal.

Suzuki's Guy Cooper, aboard his new 1991 RM125, came from behind to win both motos for an impressive overall victory. Team members Mike LaRocco, Larry Ward and Buddy Antunez were close behind in 2nd, 3rd and 5th positions. The first place finish gave Guy a solid lead in the 125 outdoor series.

Congratulations are clearly in order. No questions asked.

Professional rider pictured in sanctioned competition. The RM series motorcycles are for off-road competition use only. Always wear a helmet, eye protection and protective riding apparel. Remember, riding and alcohol or drugs don't mix. For the name and location of your nearest Suzuki dealer, call 1-800-255-2550.

MOTOCROSS AMA National Championship 125/500cc MX Series: Rounds 8/2



A steady rainfall turned the Spring Creek track into a mud bath. Here, the start of the second 500cc moto gets underway with Jeff Stanton jumping into the early lead.

Stanton, LaRocco master Millville mud bath

By Kit Palmer
Photos by Mike Larson and Palmer

MILLVILLE, MN, AUG. 19

Despite a miscue that cost him a sure win in the second moto, factory Honda rider Jeff Stanton left the very wet and muddy Spring Creek MX track with the overall victory in hand and a two-point lead in the National Championship 500cc MX Series point standings over long-time rival Jeff Ward. Stanton tallied 1-2 moto finishes to seal the overall victory over defending 500cc National Champion Ward, who posted 3-1 finishes on the day for second overall.

Both Stanton and Kawasaki's Ward came into the second round of the series tied with 47 points apiece after swapping first and second place finishes in the 500cc series opener, but a crash which dropped Ward from first to third in the first moto at Spring Creek now translates to a two-point gap between the two, 94-92.

"I'm happy to get the overall, but the two points are what's important right now," said Stanton. "It's on to the next round — I've just got to keep going."

Former 500cc National MX Champion Rick Johnson had his best outing since re-injuring his wrist last spring. Johnson rode conservatively in the mud, collecting a 2-3 tally for third overall.

"It feels good to be with the front-runners again," said Johnson. "I still have pain in the wrist and it lacks some movement, but I'm happy with my riding."

Fourth overall went to privateer Honda rider Keith Bowen with 4-5 moto finishes, while Kawasaki's Johnny O'Mara rounded out the top five overall with a 6-4 score.

As usual, there was plenty of action in the 125cc class. Not only did the estimated 10,000-plus spectators witness Suzuki's Mike LaRocco capture his first-ever National overall win, but also the return of homestate hero Donny Schmit, who clinched the World Championship 125cc MX crown on August 5 in Portugal, becoming the second consecutive American to win the title.

Schmit gave the crowd something to cheer about in the first moto after passing Suzuki's Buddy Antunez on the first lap then roosting away for the moto victory. In the second moto, Schmit was again leading the way for the first half of the race before giving way to Suzuki's Larry Ward, LaRocco and Honda's Mike Kiedrowski. In a dramatic last-lap pass on teammate Larry Ward, LaRocco took the moto win and secured his first-ever National overall with 4-1 moto finishes. Schmit landed second overall via a 1-4 score, while Kiedrowski completed the top three overall with a 3-3 tally. Larry Ward (5-2) and Kawasaki's Jeff Matiasevich (2-5) filled out the top five.

"I'm happy to win, but it's more like a relief than anything else," said LaRocco. "I've been trying for two years and I finally got it (the win) out of the way."

Suzuki's Guy Cooper, the series points leader in the 125cc class, had a day he'd just as soon forget. Mediocre starts and crashes in both motos left him with 10-11 moto finishes. In spite of it all, Cooper still maintains a comfortable 42-point lead in the series over the defending champ, Kiedrowski, 372-330.

Rain throughout the first set of motos turned most of the track into a sloppy soup of mud, with deep grooves forming in some of the turns. A total of 119 racers turned out for the Spring Creek Nationals, 56 in the 125cc class and 63 in the 500cc class. Both classes required two qualifiers and one consolation moto.

500cc National

"After two 30th-place starts last week at Washougal, I couldn't believe I got the holeshot," said Johnson after he blew into the early lead as the first moto began admist a steady downfall of rain.

Unfortunately for Johnson, his lead was short-lived as both Jeff Ward and teammate Stanton breezed by.

"I was about fourth rounding the first turn, but O'Show (O'Mara) crashed and I was third, then both Wardy and I passed Johnson," said Stanton.

Heading into the second lap, it was Ward leading the way ahead of Stanton, Johnson, Colorado's Derek Brown, Florida's Gene Naumec and California's Scott Brown. Ward and Stanton quickly opened up some breathing room over Johnson and the rest of the field, as the two front-runners diced.

In the meantime, Derek Brown dropped back and would eventually finish 12th in the moto, while Naumec moved into third, Scott Brown fourth and Bowen fifth.

Five laps into the race, Ward was still trying to shake Stanton, but the Honda rider wasn't backing off. Instead, Stanton pressured Ward into making a mistake and the Kawasaki rider went down in a turn.

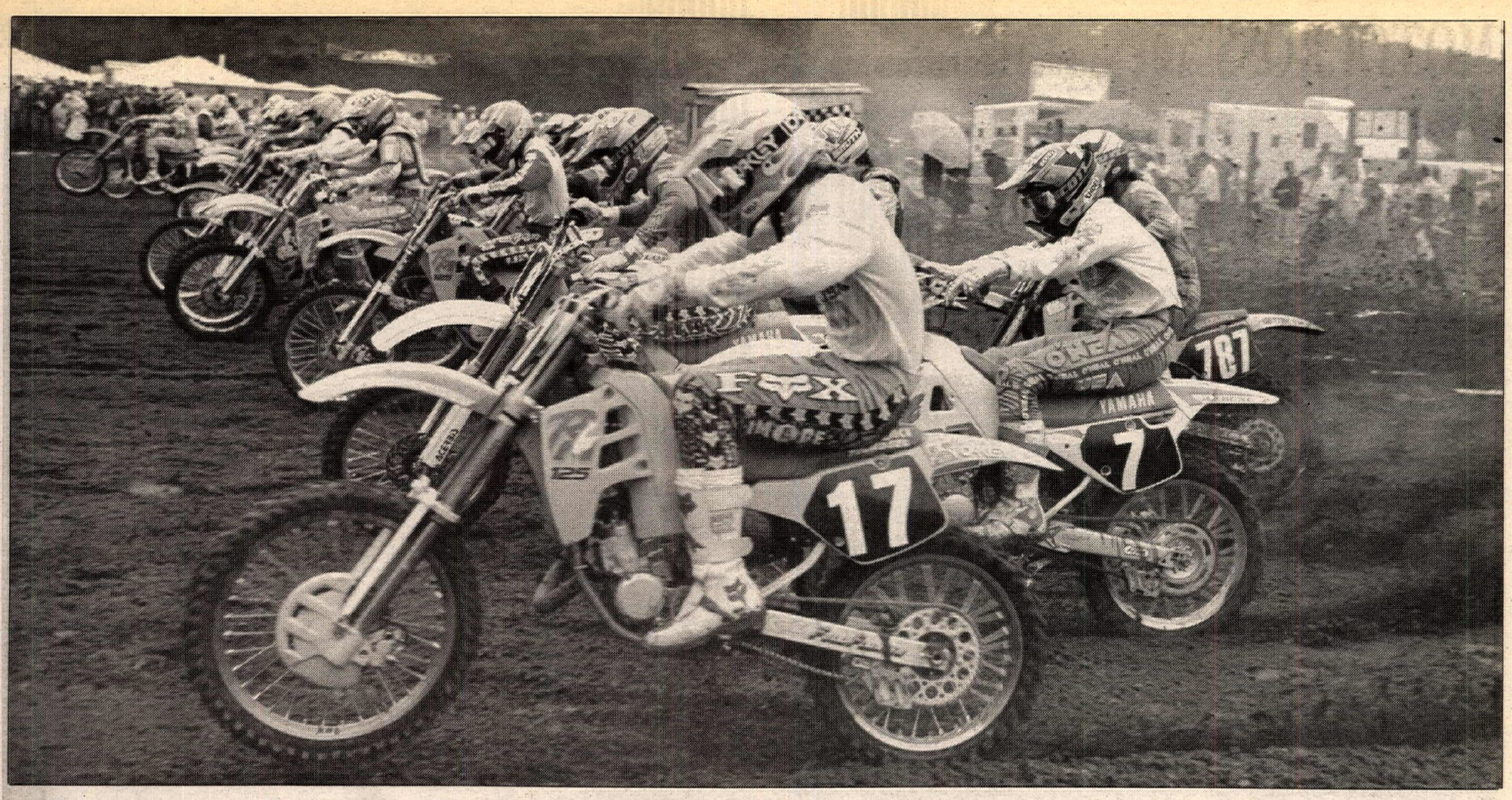
"I caught a rut coming out of a turn and highsided," said Ward.

Ward quickly remounted but immediately pulled off into the mechanic's area for a new pair of goggles, which had been damaged in the fall. By the time Ward reentered the race, both Stanton and Johnson had motored by, but Ward pulled in right behind Johnson. That didn't last, however.

"My new goggles were all fogged up when I got them," said Ward. "I had to take them off and then I couldn't see. My own roost from the front tire was blinding me. I couldn't get around lappers and there was no way I could stay with Johnson."

This made the front six riders — Stanton, Johnson, Ward, Naumec, Scott Brown and Bowen — spread out. However, Honda-mounted Bowen and New York's Kurt McMillen were on the gas, as they moved into the fifth and sixth place after passing Naumec and Scott Brown. Naumec's and Brown's problems, however, continued when O'Mara, who was nearly dead last after falling on the first lap, was honing in on the two riders. O'Mara eventually passed Brown and did the same to Naumec on the last lap.

At the finish it was Stanton way out in front with Johnson in a lonely second. Ward crossed the finish line a distant third over Bowen, McMillen, O'Mara, Naumec and Brown. Western Regional 125cc Supercross Champion Ty Davis finished ninth, while ATK four-stroke rider Greg Zitterkopf filled out the top 10.



Larry Ward (17) stole the lead from Donny Schmit in the second 125cc moto, but was later passed by teammate Mike LaRocco on the last lap. Ward finished fourth overall.

"I just wanted to put the heat on Wardy and hoped he'd make a mistake, which he did," said Stanton between motos. "The track's getting pretty torn up, it's getting rough and deep-grooved in some of the turns. I'm used to the mud, but it's still tough out there."

Stanton jammed out in front at the start of the second moto ahead of Ward, Johnson and Honda privateer riders Dean Matson, Jimmy Button and Jason Buttle. Three riders went down in the first turn, one of whom was Davis, who would later retire with a broken front brake lever suffered in the pileup.

By the second lap, both Stanton and Ward pulled away from Johnson and Button, who had moved into fourth after displacing Matson to fifth. O'Mara was running sixth and charging.

Shortly thereafter Stanton started inching away from Ward, turn after turn, while O'Mara worked his way into fourth and Bowen fifth. Button had dropped back to sixth, with Matson now running seventh without a rear brake.

"I bent the rear brake pedal and was trying to kick it straight again," said Matson. "But before I could bend it straight again, I went through a turn and broke it completely off the bike."

Despite the loss, Matson managed to keep pace with the front-runners for the rest of the race.

By the halfway point, Stanton looked to be headed for his second win of the day, until he came around the front straight in second place, a good 10 seconds behind the new leader, Ward.

"I stalled the engine," said a dejected Stanton. "I just stalled it in a deep-grooved, tight turn and I couldn't get it started right away."

"He was kicking his bike like crazy trying to get it started," said Ward. "I just rode right by him."

Ward found himself enjoying a 23-second lead over Stanton, while Johnson was running an uncontested third. About 15 seconds behind Johnson was O'Mara, who was now dealing with a flat rear tire. Behind O'Mara, Bowen and Button fought back and forth for fifth. Matson hung on to seventh.

Ward crossed the finish line way out in front of Stanton, who was followed at a safe distance by Johnson and O'Mara. Bowen nipped Button for fifth and Matson hung on for seventh over Texan Dennis Hawthorne.

"I lucked out," said Ward. "He (Stanton) was pulling on me a little and then we were running about even when he stalled it," said Ward. "I really wish I got second in the first moto, then we would still be tied for points."

After nipping Button for fifth in the moto and fourth overall, Tuf Racing's Bowen said, "I'm really happy. This is my best finish in about three years, things finally went well. I just kept plugging away. Button and I passed each other five or six times out there."

"We had a great battle," said Button. "We traded back and forth a number of times, then my suspension heated up late in the race and I wasn't able to go through the whoops as fast as I could've. It's only my second ride on a 500 and I'm feeling pretty good."

125cc National

As the rain kept falling, so did the starting gate for the first 125cc moto. Suzuki's Buddy Antunez grabbed the holeshot followed by Schmit, Matiasevich and Kiedrowski. Running eighth was Cooper.

Antunez's lead lasted until the second lap when Schmit blew by and took control. There was no stopping the new 125cc World Champion, who was piloting a production Suzuki RM125 equipped with a few parts he brought over from Europe that came off his World Championship-winning Bieffe-backed Suzuki. Schmit stretched out his lead with every lap and had no problems holding it to the checkered flag.

Most of the racing action took place behind Schmit. Matiasevich eventually settled into second but had Kiedrowski breathing down his neck throughout the moto. Kawasaki-mounted Tallon Vohland, who started the moto in fifth, settled into fourth with Larry Ward, LaRocco and Antunez close behind him.

Suzuki's Ronnie Tichenor crashed early in the race and pulled off into the mechanic's area to replace a broken clutch lever, losing valuable time in the process. Also getting off to a poor start was Yamaha's Damon Bradshaw, who crashed early on and ended up finishing a lap down of the leaders.

By passing Larry Ward on the last lap for the second 125cc moto win, Mike LaRocco scored his first-ever National MX overall victory via a 4-1 tally.

Despite pressure from Kiedrowski, Matiasevich held on to second as they crossed the finish line. About 10 seconds behind Kiedrowski was Ward, with LaRocco glued to his rear fender. Vohland finished sixth and Antunez seventh.

Finishing eighth in only his second National was Californian Ryan Hughes.

"I got done with the Amateur stuff last week at Ponca City and now I have to run with the big boys," said Hughes between motos. "I feel that they have more experience than me and that I've got a lot to learn. Basically I don't want to get intimidated by them — they're just other guys."

Kawasaki's Jeff Emig finished ninth, while Cooper rounded out the top 10.

"I fell on the second lap and just got roosted on," said Cooper. "I wasn't going very fast, it just wasn't a good moto."

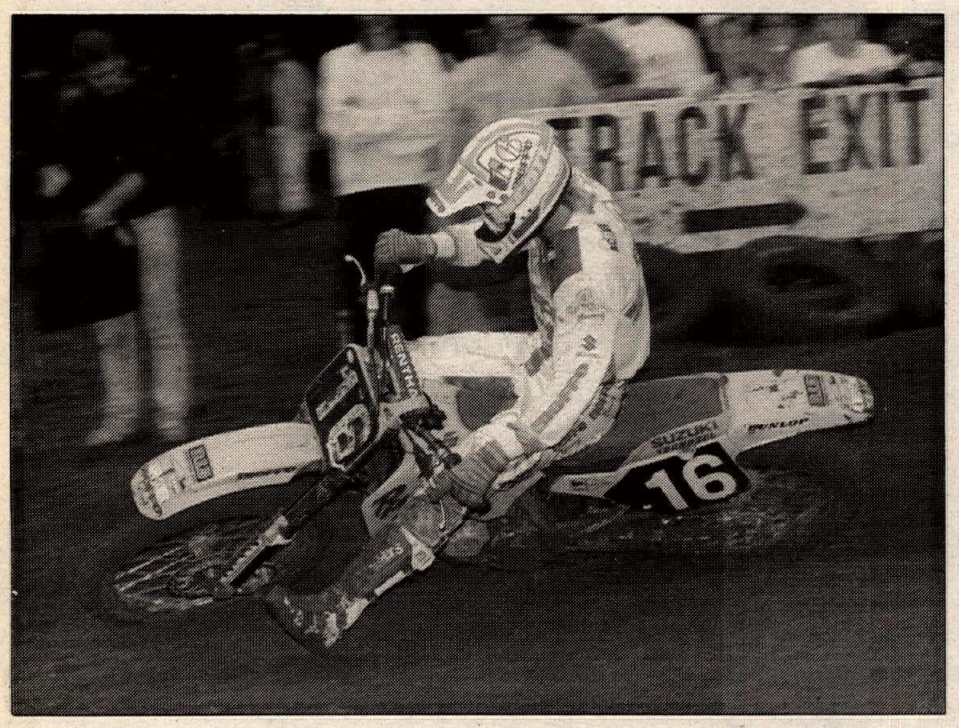
The second moto saw Ward take the initial lead.

"I got the holeshot but went too wide in the first turn, got bogged down in

MOTOCROSS AMA National Championship 125/500cc MX Series: Rounds 8/2

Jeff Stanton (2) moved into the National Championship 500cc MX Series points lead with 1-2 moto finishes at Millville.

Recently crowned 125cc MX World Champion, Minnesota's Donny Schmit, was the crowd favorite. He easily won the first moto but finished fourth in the second.



the sand and Schmit got by me," said Ward.

Kiedrowski settled into third ahead of LaRocco, Matiasevich, Vohland, Antunez, Hughes and Suzuki's Denny Stephenson, who later crashed and dropped to the back of the pack. Cooper's problems continued early in the moto.

"I got all crossed up on the uphill jump and went off the track and down the side of the hill," said Cooper. "I was running sixth at the time, but by the time I got going again I was nearly last." The series points leader eventually salvaged an 11th out of the moto.

Up front, Schmit again took command and developed a slight cushion over Ward. But it wasn't going to be Schmit's day.

Approaching the halfway point, Ward slowly reeled in Schmit and then started looking for room to pass. Then Kiedrowski and LaRocco closed in, making it a four-way dogfight for the lead.

"I wanted to stay behind Schmit because I knew he was going to go fast," said Ward. "I knew if I could stay with him I could get him at the end."

With eight laps remaining, Ward silenced the crowd when he slipped by Schmit for the lead.

"Donny started slowing down and those guys (Kiedrowski and LaRocco) started to bunch up behind me, so I had to pass him quickly."

"My clutch got a lot of mud and junk in it and was really stiff (the clutch lever); I was having a hard time holding on," said Schmit.

Schmit also gave way to Kiedrowski and LaRocco, while about 15 seconds behind him chased Matiasevich, whose Kawasaki lost its radiator cap. He was being closely pursued by Vohland, Hughes, Bradshaw and Antunez.

Up front, LaRocco turned on the afterburners and roosted by Kiedrowski then set his sights on his teammate, Ward. With four laps remaining Ward and LaRocco engaged in a duel for the lead and the overall victory. If Ward held back LaRocco, then Schmit would take the overall win, but if LaRocco could pass Ward, then the overall victory would be his to keep.

In a do-or-die move, LaRocco set Ward up on the last lap and passed him with just under half a lap to the checkered flag.

"I wasn't sure I could get him," said LaRocco. "I was faster than him in some sections, but Larry learned my lines. I really didn't know what to do, then I went to the inside of him at the bottom of a downhill and he messed up and I passed him."

"Going down the hill I went to the inside to block him and when I hit the berm I just bounced out of it and he got me," said Ward.

Ward tried to retaliate in the last few corners but couldn't find an opening as they crossed the finish line just inches apart.

Kiedrowski finished all alone in third, while Schmit cruised across the finish line in fourth. Matiasevich succeeded in holding Vohland at bay for fifth. Hughes also hung tough by defending his seventh-place position from Bradshaw, Antunez, Tichenor and Cooper.

LaRocco's last-lap pass on Ward dropped Schmit to second in the overall standings.

"Can't win them all, you know," said Schmit. "Those guys were going really fast, but I proved what I wanted to — that racing in Europe is not easy. It's not just a place to go when you're washed up anymore. I really wanted to do well for the Bieffe team." CN

Results

500 QUALIFIER: 1. Scott Brown (Kaw); 2. Dennis Hawthorne (Kaw); 3. Jason Buttle (Hon); 4. Ray Sommo (Hon); 5. James Kapitan (Kaw); 6. Jay Wentzel (Kaw); 7. David Hand (Hon); 8. Rex Staten (Hon); 9. Chris Knox (Kaw); 10. Derek Brown (Kaw); 11. Daniel Jannette Jr. (Kaw); 12. Lance Norick Kaw); 13. David Bailey Hon); 14. John Rickel (Hon); 15. David Bronnel (Hon); 16. Steve Ezell (Kaw); 17. Jason Williams (Kaw); 18. Erik Ezering (Hon); 19. Jay Hoenk (Hon); 20. Jeff Pritchard (KTM); 21. Angelo Santaniello (Yam); 22. Tony Wauganan (Yam); 23. Jack Parenteau (Hon); 24. Jeff Lois (Hon); 25. Mark Dickerhoof (Hon); 26. Ryan Smith (Yam).

500 QUALIFIER 2: 1. Fred Andrews (Hon); 2. Kurt McMillen (Hon); 3. Richard Taylor (Hon); 4. Phil Lawrence (Yam); 5. Jason Upshaw (Hon); 6. Keith Johnson (KTM); 7. Greg Zitterkopf (ATK); 8. Cliff Palmer (Hon); 9. Greg Randa (Hon); 10. Tracy Bachman (Hon); 11. Jeff Glass (Hon); 12. Mike Roth (Hon); 13. Brian Battaglia (Hon); 14. Willy Musgrave (ATK); 15. Eric Sandstrom (Hon); 16. Gary Bronikowski (Hon); 17. Carl Weiss (Kaw); 18. Roby Ott (Kaw); 19. John Morell (Kaw); 20. Todd Hooper (Hon); 21. Ted Orr (Hon); 22. Robert Raduenz (Hon); 23. John Dixon (Hon); 24. Mickey Mickelson (Hon); 25. Jimmy Bearry (Kaw); 26. Bryan Lineman (Yam).

500 CONSI: 1. Gary Bronikowski; 2. Angelo Santaniello; 3. Willy Musgrave; 4. Eric Sandstrom; 5. Steve Ezell; 6. Ted Orr; 7. Jeff Pritchard; 8. Todd Hooper; 9. Erik Ezering; 10. Jay Hoenk; 11. Jeff Lois; 12. Tony Wauganan; 13. Roby Ott; 14. John Dixon; 15. Jimmy Bearry; 16. Carl Weiss.

500 MOTO 1: Jeff Stanton (Hon); 2. Rick Johnson (Hon); 3. Jeff Ward (Kaw); 4. Keith Bowen (Hon); 5. Kurt McMillen (Hon); 6. Johnny O'Mara (Kaw); 7. Gene Naumec (Kaw); 8. Scott Brown (Kaw); 9. Ty Davis (Hon); 10. Greg Zitterkopf (ATK); 11. Dean Matson (Hon); 12. Derek Brown (Kaw); 13. Dennis Hawthorne (Kaw); 14. Fred Andrews (Hon); 15. Jimmy Button (Hon); 16. Jay Wentzel (Kaw); 17. Phil Lawrence (Yam); 18. Jason Buttle (Hon); 19. James Kapitan (Kaw); 20. Greg Randa (Hon); 21. David Hand (Hon); 22. Willy Musgrave (ATK); 23. Dag Boyesen (Kaw); 24. Ray Sommo (Hon); 25. Cliff Palmer (Hon); 26. Rex Staten (Hon); 27. Chris Knox (Kaw); 28. Jason Upshaw (Hon); 29. Tracy Bachman (Hon); 30. Daniel Jannette (Kaw); 31. Eric Sandstrom (Hon); 32. Steve Ezell (Kaw); 33. Lance Norick (Kaw); 34. Angelo Santaniello (Hon); 35. Ted Orr (Hon); 36. Rich Taylor (Hon); 37. Keith Johnson (KTM); 38. Jeff Glass (Hon); 39. Mike Roth (Hon); 40. Gary Bronikowski (Hon).

500 MOTO 2: 1. Jeff Ward; 2. Jeff Stanton; 3. Rick Johnson; 4. Johnny O'Mara; 5. Keith Bowen; 6. Jimmy Button; 7. Dean Matson; 8. Dennis Hawthorne; 9. Jason Buttle; 10. Ray Sommo; 11. Keith Johnson; 12. James Kapitan; 13. Kurt McMillen; 14. Fred Andrews; 15. Jay Wentzel; 16. Greg Zitterkopf; 17. Jason Upshaw; 18. Willy Musgrave; 19. Chris Knox; 20. Rex Staten; 21. Derek Brown; 22. David Hand; 23. Cliff Palmer; 24. Mike Roth; 25. Tracy Bachman; 26. Lance Norick; 27. Eric Sandstrom; 28. Ted Orr; 29. Angelo Santaniello; 30. Steve Ezell; 31. Gene Naumec; 32. Phil Lawrence; 33. Ty Davis; 34. Dag Boyesen; 35. Rich Taylor; 36. Greg Randa; 37. Daniel Jannette; 38. Scott Brown; 39. Jeff Glass; 40. Greg Bronikowski.

500 O/A: 1. Jeff Stanton (Hon); 2. Jeff Ward (Kaw); 3. Rick Johnson (Hon); 4. Keith Bowen (Hon); 5. Johnny O'Mara (Kaw); 6. Dean Matson (Hon); 7. Kurt McMillen (Hon); 8. Jimmy Button (Hon); 9. Dennis Hawthorne (Kaw); 10. Greg Zitterkopf (ATK); 11. Jason Buttle (Hon); 12. Fred Andrews (Hon); 13. Gene Naumec (Kaw); 14. Scott Brown (Kaw); 15. Ty Davis (Hon); 16. Ray Sommo (Hon); 17. James Kapitan (Hon); 18. Jay Wentzel (Kaw); 19. Keith Johnson (KTM); 20. Derek Brown (Kaw); 21. Jason Upshaw (Hon); 22. Phil Lawrence (Yam); 23. Willy Musgrave (ATK); 24. Rex Staton (Hon); 25. Greg Randa (Hon).

125 QUALIFIER 1: 1. Mike LaRocco (Suz); 2. Jeromy Buehl (Suz); 3. Grayson Goodman (Suz); 4. Todd DeHoop (Suz); 5. Robbie Engstrom (Hon); 6. David Beckington (Suz); 7. Chad Pederson (Yam); 8. Rick Simmet (Suz); 9. Tony Graves (Suz); 10. Dwayne Paterson (Suz); 11. Troy Dollansky (Hon); 12. Jason Gray (Suz); 13. Dave Castillo (Hon); 14. Paul Goyette (Kaw); 15. Brian Fern (Hon); 16. Harold Wikel (Suz); 17. Todd Schmitz (Hon); 18. Peter Mervis (Kaw); 19. Mike Eiklenborg (Yam); 20. Troy Bunkoske (Hon); 21. David Owens (Yam); 22. Jay Mercill (Hon); 23. Alan Regier (Kaw); 24. Rudy Heathcott (Suz); 25. Eric Parker (Hon).

125 QUALIFIER 2: 1. Damon Bradshaw (Yam); 2. Donny Schmit (Suz); 3. Ryan Hughes (Kaw); 4. Larry Ward (Suz); 5. Doug Dubach (Yam); 6. Eric McClear (Yam); 7. Brian Swink (Kaw); 8. Ronnie Tichenor (Suz); 9. Chris Bense (Hon); 10. Jim Randa (Suz); 11. Kip Sandell (Yam); 12. David Gaylord (Suz); 13. Steven Childress (Suz); 14. Doug Iddings (Hon); 15. David Barrett (Suz); 16. Lance Smail (Suz); 17. Jerey Middavch (Kaw); 18. Chad DeHoop (Suz); 19. Shaun Secrest (Kaw); 20. Rich Machniak (Kaw); 21. Jeff Way (Suz); 22. Trey Clingfost (Yam); 23. Doug Forstner (Yam); 24. Patrick Donaho (Hon).

125 CONSI: 1. Lance Smail; 2. Jeremy Middavch; 3. David Barrett; 4. Brian Fern; 5. David Owens; 6. Shaun Secrest; 7. Rich Machniak; 8. Jay Mercill; 9. Peter Mervis; 10. Chad DeHoop; 11. Mike Eiklenborg; 12. Doug Forstner; 13. Eric Parker; 14. Todd Schmitz; 15. Harold Wikel; 16. Trey Clingfost; 17. Alan Regier.

125 MOTO 1: 1. Donnie Schmit (Suz); 2. Jeff Matiasevich (Kaw); 3. Mike Kiedrowski (Hon); 4. Mike LaRocco (Suz); 5. Larry Ward (Suz); 6. Tallon Vohland (Kaw); 7. Buddy Antunez (Suz); 8. Ryan Hughes (Kaw); 9. Jeff Emig (Kaw); 10. Guy Cooper (Suz); 11. Eric McClear (Yam); 12. Jeromy Buehl (Suz); 13. Doug Dubach (Yam); 14. Brian Swink (Kaw); 15. Denny Stephenson (Suz); 16. David Gaylord (Suz); 17. Lance Smail (Suz); 18. Todd DeHoop (Suz); 19. Ronnie Tichenor (Suz); 20. Stevie Childress (Suz); 21. Grayson Goodman (Suz); 22. David Beckington (Suz); 23. Chad Pederson (Yam); 24. Kip Sandell (Yam); 25. T. Dollansky (Yam); 26. Rick Simmet (Suz); 27. Jeremy Middavich (Kaw); 28. Tony Graves (Suz); 29. David Barrett (Suz); 30. Doug Iddings (Hon); 31. Robbie Engstrom (Hon); 32. Paul Goyette (Kaw); 33. Jason Gray (Suz); 34. Jim Randa (Suz); 35. Brian Fern (Hon); 36. David Owens (Yam); 37. Chris Bense (Hon); 38. Damon Bradshaw (Yam); 39. Dwayne Paterson (Suz); 40. Dave Castillo (Hon).

125 MOTO 2: 1. Mike LaRocco; 2. Larry Ward; 3. Mike Kiedrowski; 4. Donny Schmit; 5. Jeff Matiasevich; 6. Tallon Vohland; 7. Ryan Hughes; 8. Damon Bradshaw; 9. Buddy Antunez; 10. Ronnie Tichenor; 11. Guy Cooper; 12. Chad Pederson; 13. Brian Swink; 14. Jeff Emig; 15. Danny Stephenson; 16. Lance Smail; 17. Jeromy Beuhl; 18. David Beckington; 19. Stevie Childress; 20. Grayson Goodman; 21. Ricky Simmet; 22. Tony Graves; 23. Troy Dollansky; 24. David Gaylord; 25. Jason Gray; 26. Jim Randa; 27. Dave Castillo; 28. David Owens; 29. Brian Fern; 30. Paul Goyette; 31. Robbie Engstrom; 32. Dwayne Paterson; 33. Jeremy Middavch; 34. Todd DeHoop; 35. Doug Dubach; 36. Eric McClear; 37. Kip Sandell; 38. Doug Iddings; 39. David Barrett; 40. Chris Bense.

125 O/A: 1. Mike LaRocco (Suz); 2. Donny Schmit (Suz); 3. Mike Kiedrowski (Hon); 4. Larry Ward (Suz); 5. Jeff Matiasevich (Kaw); 6. Tallon Vohland (Kaw); 7. Ryan Huges (Kaw); 8. Buddy Antunez (Suz); 9. Guy Cooper (Suz); 10. Jeff Emig (Kaw); 11. Brian Swink (Kaw); 12. Damon Bradshaw (Yam); 13. Ronnie Tichenor (Suz); 14. Jeromy Beuhl (Suz); 15. Denny Stephenson (Suz); 16. Eric McClear (Yam); 17. Chad Pederson (Yam); 18. Lance Smail (Suz); 19. Doug Dubach (Yam); 20. David Gaylord (Suz); 21. David Beckington (Suz); 22. Stevie Childress (Suz); 23. Todd DeHoop (Suz); 24. Grayson Goodman (Yam).

125 NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Guy Cooper (372); 2. Mike Kiedrowski (330); 3. Jean-Michel Bayle (315); 4. Jeff Matiasevich (270); 5. Tallon Vohland (261); 6. Buddy Antunez (205); 7. Jeff Emig (200); 8. Rodney Smith (162); 9. Denny Stephenson (146); 10. Steve Lamson (133); 11. Ty Davis (101); 12. Jeromy Buehl (100); 13. Mike LaRocco (85); 14. Todd DeHoop (84); 15. Barry Carsten (83); 16. Larry Ward (78); 17. Ryan Hughes (75); 18. Erik Kehoe (65); 19. Grayson Goodman (Suz); 20. Chad Pederson (48).

500 NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Jeff Stanton (94); 2. Jeff Ward (92); 3. Rick Johnson (74); 4. Johnny O'Mara (71); 5. Keith Bowen (52); 6. Dean Matson (45); 7. Jimmy Button (44); 8. Ty Davis (41); 9. Kurt McMillen (40); 10. Mike Fisher (38); 11. Gene Naumec (34); 12. Scott Brown (25); 13. Jason Buttle (24); 14. Greg Zitterkopf (22); 15. (TIE) Dennis Hawthorne/Ray Sommo (21); 17. (TIE) Phil Lawrence/James Kapitan (20); 19. (TIE) Dag Boyesen/Keith Johnson (18).

WORKBENCH

By Brian Catterson

Springs: Progressive vs. dual-rate

Last week in Workbench we discussed spring basics — length, coil distance and wire diameter. This week, we'll look at the differences between progressively wound and dual-rate springs.

The one thing both progressively wound and dual-rate springs have in common is their goal: What each attempts to achieve is progressive suspension action — that is, soft initial movement to absorb small bumps which becomes increasingly stiffer as the suspension nears full compression for bigger bumps. However, the manner in which each type goes about achieving its goal is completely different.

Simply stated, a progressively wound spring varies its rate throughout its length, while a dual-rate spring is either a single spring wound at different rates at either end or a pair of straight-rate springs with different coil distances and a spacer between them; typically, a short, stiff spring is paired with a longer soft one.

There is another way to create a progressive spring — by varying the wire diameter from one end to the other. However, this is very uncommon, and far more costly to manufacture.

A popular misconception is that a progressive or dual-rate spring will compress its softer section before its stiffer section. This is simply not true. What actually happens is the spring compresses as a whole, and then, as the portion with the smaller coil distance (also referred to as pitch) becomes coil-bound, the remaining stiffer section (with the larger coil distance) will take up the force.

Thus, in the case of a true progressively wound spring, if you were to start with a given number of coils, you would gradually lose them one by one as the spring compressed.

One clarification from last week's column: Coil distance does not by and of itself control the rate — it's more a function of the spring length, which is the real controlling factor.

If you recall last week's example of leverage — the longer a piece of metal, the easier it is to bend — you'll realize that the more coils you have in a given distance, the longer the metal composing the spring, thus the softer the spring rate.

As Gil Vaillancourt of Works Performance put it: "Essentially, a spring is nothing more than a torsion bar."

Another factor involved in determining a spring's rate is the coil diameter. Generally speaking, the smaller the diameter, the stiffer the spring. Of course, to a certain extent this is governed by the diameter of the fork tube or shock body.

One final factor in determining spring rate is the tensile strength of the material being used. Simply put, the stronger the metal, the stiffer the spring.

Workbench is a weekly column dealing with motorcycle maintenance, performance and equipment. Have something that Workbench can address? Drop a line to Workbench, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498.

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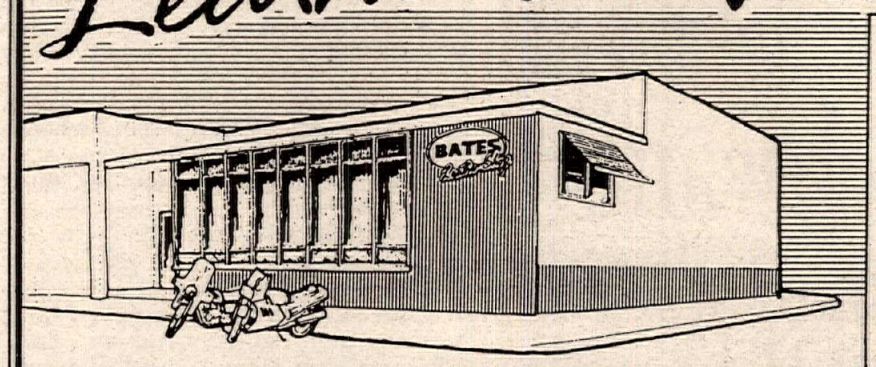

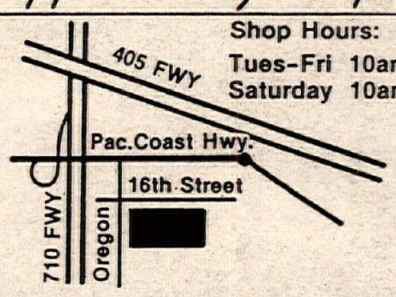

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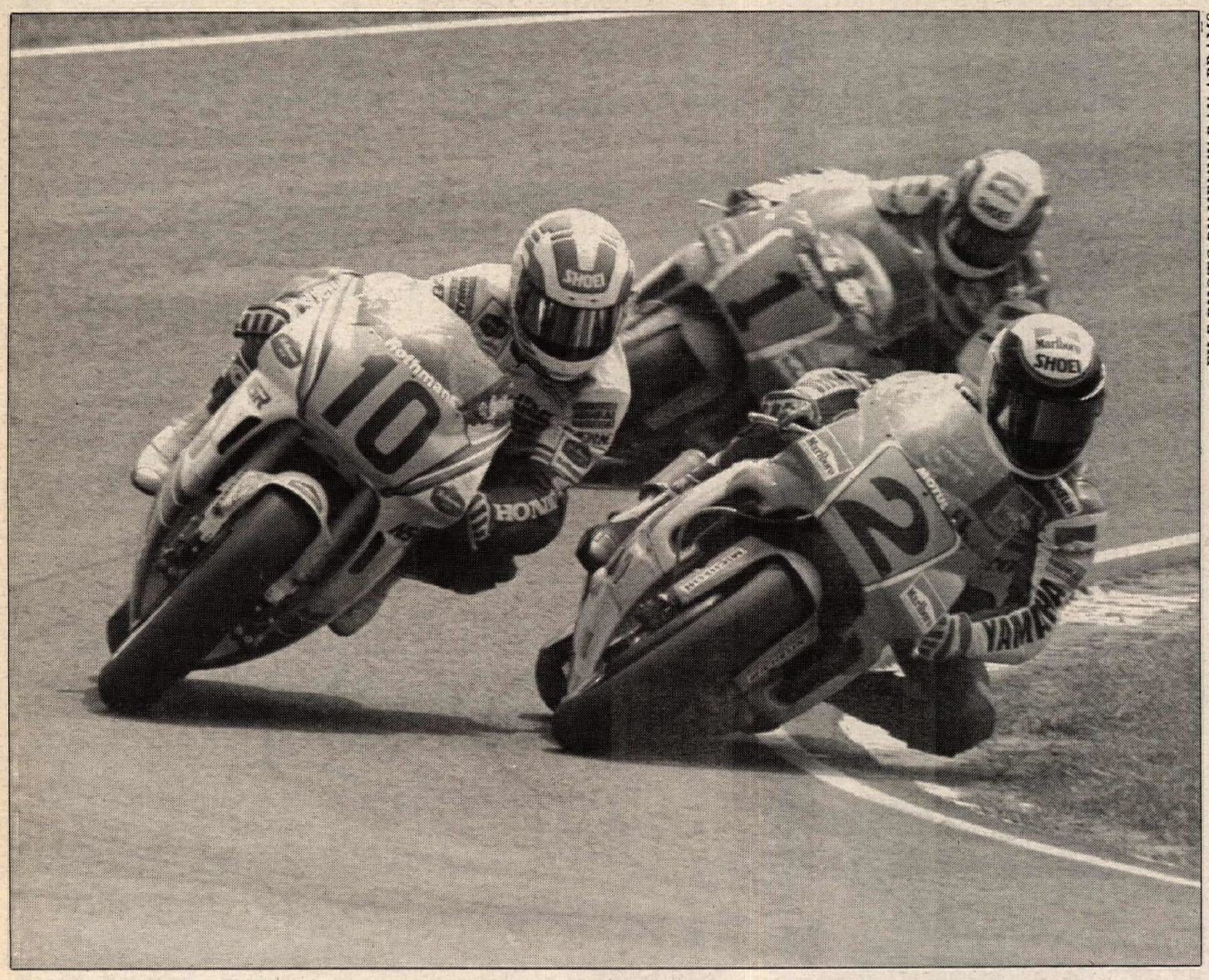
ROAD RACE World Championship Road Race Series: Round 12



FILE PHOTO BY HENNY RAY ABRAMS

Wayne Rainey (2) defeated Eddie Lawson (1) and Wayne Gardner (10) to win the Swedish GP; Kevin Schwantz crashed.

Rainey wins, Schwantz crashes in Sweden

By Michael Scott

ANDERSTORP, SWEDEN, AUG. 12

The sun broke through a thick blanket of clouds during the 500cc Swedish Grand Prix — and it shone down on Wayne Rainey.

At the Anderstorp circuit, where a year ago he crashed and lost the World Championship lead, the 29-year-old Californian won the "Nordic TT" from Marlboro Roberts Yamaha teammate Eddie Lawson and Wayne Gardner's Rothmans Honda.

Better still for Rainey's 1990 title chances, it was this time his rival Kevin Schwantz who crashed out of contention. The 26-year-old Texan fell unhurt on the third lap, while in fourth place and closing. He had once again started badly and was pushing hard to recover lost ground when he lost both wheels and sent his Lucky Strike Suzuki crashing through the hay bales.

With Rainey now 47 points ahead of Schwantz, the championship may already be over. It depends on whether the Hungarian GP in three weeks time is cancelled following a track inspection later this week. (*See In the Wind...Ed.*)

Back in Sweden, Rothmans Honda's Michael Doohan took a distant fourth place, with Lucky Strike Suzuki's Niall Mackenzie fifth. Triple TTF-1 Champion Carl Fogarty, riding the injured Pier-Francesco Chili's ROC Honda, was sixth after a race-long duel with the Yamahas of seventh-placed Jean-Phillipe Ruggia and Juan Garriga.

The race was exciting throughout — a contrast to last weekend's British GP — with Gardner closing right up on the leading Yamahas, but unable to press home a final attack.

But it was nothing compared with the desperate 250cc race, which had four different leaders from a pack of six glued together from start to finish. The victory went to the Spanish Repsol Honda of Carlos Cardus, extending the points lead he took a week before from John Kocinski, after the 23-year-old American's pair of crashes.

The 23-year-old originally from Little Rock, Arkansas, made no mistakes this time, riding his Marlboro Yamaha brilliantly to come through from a bad start in 10th place to finish second, less than a second behind. Japan's Masahiro Shimizu put his Ajinimoto Honda into the third slot, with Luca Cadalora on the Marlboro Agostini Yamaha fourth.

The 125cc race was no less of a thriller, with a pack of 10 going for the lead in the early stages, and the issue in doubt until the last turn. The winner was Hans Spaan from Alessandro Granighi, Doriana Romboni and Stefan Prein, all on Hondas, with seventh-placed Loris Capirossi now sharing the title lead with Prein. At the finish, two seconds covered from first to ninth position.

The Sidecar race was won by Alain Michel from Egbert Streuer and Rolf Biland, with Steve Webster fighting through to fourth after being left on the line for the second race in succession. Streuer now takes a three-point lead from Webster, with Michel just one point behind.

500cc Practice

Ever since the turbocharged sidecar started racing (practicing, really, since it has never qualified), it was only a matter of time before it blew up and dropped oil all over the track. It happened just before the final 500cc practice session, and while it was easy enough to see and avoid the dusted stripe that ran from the start/finish line around four of the circuit's eight corners, it meant that none of the top nine improved their times.

It probably wouldn't have made much difference to positions on the sparse 18-bike grid except perhaps to Anderstorp debutant Michael Doohan — Schwantz and the flickable Suzuki were on top from the first session, his best time coming the session before, on Saturday morning, and he was happy to admit afterwards that he had been using an unwitting Wayne Gardner as a marker.

With its array of second-gear banked 180-degree turns, and a grippy surface used for the first time last year, Anderstorp does not lend itself to using wheelspin to help turn a 500. This throws the focus onto the front wheel, and on keeping momentum and a high mid-corner speed — an art the dirt-schooled Americans and Australians master quite easily, but also a chance for European-school riders like Sarron and Mackenzie to get on more equal terms.

It did give Schwantz some minor technical problems with the Suzuki. "We're using the new rear suspension parts for the first time, and they make the back grip well. But the front is vague in some places, and in the last session we made three or four changes that didn't work. I guess the lap times we're doing, it's bound to be moving around a bit." His only title chances now depended on Rainey crashing or breaking down. "Like in England, if I get in front of him, instead of a big break, I'll try for what I consider a safe margin and stay there, so he keeps trying all race. That way, he may make a mistake or something might happen to his bike." The words of a man with nothing in his pocket but prodigous talent and more than a second per lap time advantage.

Rainey's crash here last year lost him the title lead to Lawson. The now serious and taciturn Californian attributed his lapse of concentration — and subsequent high-side at the corner before the straight — to confusion over lap signals from the pits, uniquely half-a-lap away from the start/finish. He arranged this year to be signalled as usual from there instead, to avoid all possiblity of a repeat. With a 27-point lead, he didn't need to win the race. But he wanted to, if only to silence any suggestions that he's winning the title from a faster rider.

But that's what the stopwatches said, putting Rainey fourth on the grid. Very disgruntled, he admitted for the first time all year that he might be forced to ride for points rather than victory. "The new chassis we got at Donington is coming along, though the front needs some work. I'll just go out and see what happens and have some fun. I just want points, because I think we've got the bike developed to the max at the moment."

It was Wayne Gardner, last week's pole qualifier, who edged closest to Schwantz, seven-tenths down, and in a bullish mood after his frustrating Donington piston ring failure. "The ring shifted sideways and got caught in a port." (These are obviously rather large!) "It got chewed up — it's a problem Erv's working on. It happened in morning warm-up in France, in practice in Donington, then again on the sighting lap of the race."

The only Honda rider not complaining loudly about the handling, Gardner has also been (since LeMans) the only one with the latest frame. He remained wary of the dangers of trying too hard here. "I hate these long corners where you're over for such a long time. It's really tempting to get on the throttle, but I just know if I gas it too early, I'll be up in the air."

Next to him, Lawson was looking distinctly dangerous. An old Anderstorp hand, and now pretty much fully fit, he was up to speed, and showing the familiar controlled momentum that suggested he too might be ready to start winning again. He also complained about a lack of power from the Team Roberts Yamaha. "I could hardly stay in Mick Doohan's slipstream," he said. In fact, while speed trap figures showed all the bikes to be close to the 175 mph mark at the end of the long airstrip straight, the difference showed more at the beginning.

Row two saw Mackenzie leading the usual battle with Doohan for the spare Michelin A-tires, and on Saturday morning, his pit signalling him the Australian's times, he pushed on and

cut well over a second off his previous best. It was enough, and this time Michelin gave him a number of tires to test — a big change from Donington, where his first A-tire came only for the race. This time, he tested a number of them, then chose a tire he'd been using earlier. "Until now, without much chance to test them, I've had to take whichever one Kevin (Schwantz) said was best. Today, I found I actually preferred something completely different."

Doohan was a first-timer here, and learned well, also cutting well over a second off his Friday time. "Usually, you go faster in practice, but at the tracks I missed out on last year (almost all of them in the latter third of the season), I've been going faster in the race. It's the little details. I did the same time when it was slippery as I did in the morning, and I reckon I'll be quicker in the race again."

Seventh went to Juan Garriga, continuing his gradual renaissance. "I prefer to improve slowly, race by race, than to go up and down," the one-time big-time 250 star said. Then came Mamola, the Cagiva now clearly the equal of the lesser Yamahas, for he was ahead of both Christian Sarron and Jean-Phillipe Ruggia, ninth and 10th.

Sarron had been fifth early on, but was the only 500cc rider to crash, on the bend before the straight where last year Rainey fell in the race. Knocked out yet again, albeit briefly, Sarron called it a day on Dr. Costa's advice. "He told me that successive blows to the head, as unfortunately has occurred this season, could be very dangerous," the dejected French veteran said.

Haslam and Barros were 11th and 12th on their Cagivas, with Fogarty next, slowest of the V-fours, and having serious trouble coming to terms with the ROC Honda. "I wish I had my 750 here," he told one reporter. "It feels as though the front wheel is going to tuck under all the time. At Donington, it did." Team boss Serge Rosset felt he was failing to adapt his four-stroke style to a two-stroke, using too much engine braking. In fact, he was using second gear through the tight pit turn, where everybody else used first; but also demonstrating just how hard it is to ride these things properly.

Marco Papa was the best of the five privateers who swelled the grid to 17 (not counting Sarron). The 40,000 Swedish fans who came to the Nordic TT would not see very many 500s racing — but they still had a nail-biter in store.

500cc Race

Two orange Marlboro Yamahas leapt off in the lead, Rainey heading Lawson, with Doohan third, then Mamola, Fogarty and Gardner. Schwantz was around 10th, but swept past Ruggia and Garriga, then forced firmly inside a surprised Gardner at the tight left before the pit straight after half a lap.

The first run down the straight saw the Japanese bikes piling past the Cagiva; Mamola had a misfire, and he retired after soldiering on for 12 more laps. Fogarty's glory didn't last the lap, and the next time round Schwantz was fourth and closing on Doohan and the leaders, with Gardner behind him.

Gardner had been caught napping by the lights, while the Texan had bogged his Suzuki again at the start, and was riding very hard to regain lost ground. On lap three he had a big slide on the left-hander before the long, sweeping Karussel turn that precedes the pit bend, but was still close to Doohan and looking at Lawson just ahead. He didn't make the bend, flying off the track, his bike bursting through a wall of straw bales, and himself bouncing off them. "I hit them so hard I'm still picking straw out of my ass," Schwantz said an hour later.

FILE PHOTO BY HENNY RAY ABRAMS

Carlos Cardus (4) narrowly defeated John Kocinski (19) after a frantic race which saw four leaders from a six-rider pack.

It looked as though he had pushed too hard on cold tires, but he said that was not so. "I don't really know why, except both wheels went together real suddenly. It happened when you're on the gas and pulling the bike across to the inside of the track for the next bend, but it wasn't like a slide. I think maybe I dragged my fairing or a footpeg, and it lifted both wheels off the road." He was remarkably good humored, and philosophical about the championship. "It was touch-and-go, anyway. I guess now it's pretty much over."

Rainey saw his solitary pit board at the start/finish. "It said 'Schwantz Out', but the 'Out' was obscured. Then I saw it again on Eddie's board in the pits, and I knew for sure.

"I was confused about what to do. I just knew I had to finish. At one stage I pulled over on the straight to let Eddie by, but he wasn't close enough. Then I got going again, and it worked."

So it did, with Lawson always in close attendance, and faster in some sections of the track — but either unable or unwilling to overtake. But the dominant pair were not free from molestation, for Gardner had pushed past Doohan into third on lap five, and immediately set about closing a gap of just over three seconds. It took him almost the rest of the race, but inch by inch he crept closer, with the odd backmarker the only interruption to his remorseless program. With seven laps left, Gardner was less than half-a-second behind Lawson, and it seemed that the fun was about to begin.

Then a strange problem saved the two Americans. "It looked like it might rain, so before the start I taped a breath-box inside my helmet to stop the visor fogging," explained Gardner. "I used double-sided tape, and the sweat must have loosened it, because it started moving in my helmet. Every time I braked, it came up over my eyes." Since it was under braking he was making the most time, this was a major drawback. The Yamahas were also getting out of the turn before the long straight better than the Honda, so he wasn't able to use his extra speed.

They finished Rainey, Lawson, Gardner, more or less equally spaced, with less than four seconds covering the trio.

Doohan was a distant fourth after suffering brake trouble early on. "We adjusted them on the line because we had some trouble on the sighting lap, but they were coming back to the bar. I didn't want a repeat of Suzuka (where he brought Lawson down after his brakes faded), so I knew I couldn't stay with them." His only other problem was loneliness.

Mackenzie had been balked at the start by teammate Schwantz just in front of him, and took longer to get past Ruggia and Garriga. When he passed Fogarty on lap four, his countryman repassed him on the straight, but a lap later he was clear. "I hoped I might close up on Doohan, but I couldn't do it. I hardly saw another bike from then on," the Scotsman said. He was more than 20 seconds behind the Australian at the finish.

Then came Fogarty, vindicating his poor practice and British crash with a fine ride, fighting off the Yamahas of Juan Garriga, then Jean-Phillipe Ruggia when the Spaniard started to fade, blaming his sliding Dunlop tires.

Ruggia, on similar rubber, wasn't having the same trouble, and attacked Fogarty, getting in front two or three times on the twists, only to suffer the indignity of being blown into the weeds on the straight. "I could afford to take it easy," said a delighted Fogarty, "Because I knew I could motor past whenever I wanted to."

Barros was ninth, a lap behind the leaders, with Haslam 10th. The Brit actually fell off on lap 27, blaming a misfire, and ended up right on the racing line and in the path of the leaders. He leaped to his feet and jumped up and down waving his arms, and they all got past him safely. Haslam remounted to finish 20 seconds behind Barros, and a lap ahead of top privateer Marco Papa.

There were just 13 finishers — points for all. But the most of them went to Rainey, who now has a 47-point margin over Schwantz, with Doohan 38 points behind in third, and Mackenzie another 28 points away. Gardner moved past non-starter Sarron into seventh, and is just one point behind sixth-placed Garriga, and four behind Ruggia in fifth.

250cc Practice

Business as usual for John Kocinski, who moved into the lead in the second practice session, and stayed there, setting his best time in the final session.

Anderstorp is a great track for 250cc racing, because the slow corners favor the Yamahas, and the long straight the Hondas, but the difference seemed less this year than previously, with the benchmark Honda of Masahiro Shimizu stretching no more than five mph at the end of the straight, and most of them less than that, and the Aprilias slower than the V-twin Yamahas.

Kocinski was bolstering his confidence with big talk. "I can smoke the Hondas down the straight," he boasted. "Well, maybe not smoke them, but you should see my thing accelerate. Pole doesn't mean anything to me," he continued in similar vein. "I was just trying to get the bike right for the race. We're pretty maxed-out right now."

Hondas dominated the front row, with Cadalora's Yamaha in fourth after finding some extra top speed. Bradl was the best of them, still racing with a special articulated brace on his injured ankle; then came Cornu, a big fan of the track; Cadalora, then Wilco Zeelenberg, the Dutchman still complaining of front end problems with his Honda.

Title leader Cardus led the second

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row, still stiff and sore after his Donington practice crash, but bearing up well. "I feel no more than I did at the first GP in Japan," was his way of bolstering his confidence.

Then came Wimmer, survivor of a couple of engine seizures on Friday, Criville's works Yamaha, and Dominique Sarron's Honda.

Reggiani was 10th, and Shimizu 11th, less than a second down on the leader. Doubtless Anderstorp would yield yet another brilliant mixed battle of tactics, slipstreaming, and slow-corner charging.

250cc Race

Once they were going for it together, it turned out that the speed differential between the Honda and Yamaha was as big as ever, and this set the pace for wildly fluctuating fortunes, and frequent changes of the lead.

Cornu led off the line from Cadalora, Zeelenberg, Bradl and Cardus, with the rest of the works bikes packed up behind, and Kocinski for once slow, and only just in the top 10, with plenty of work ahead of him.

Up front, the battle rapidly developed into a power vs. handling match between Cornu and Cadalora, with the Italian's Yamaha usually leading onto the straight, and even once at the end of it. But the opposition was forming up behind, with Cardus up to third on lap two, and Bradl and Shimizu completing a four-pronged Honda attack.

This five got a bit of air up front, with Wimmer passing Zeelenberg for sixth on lap three. Sarron was on the Dutchman's tail, and Kocinski was coming up behind them, bringing Criville's identical orange Yamaha with him. The American would be involved in picking his way through this group until lap eight, and he was obviously down on speed on the straight.

On lap six, Bradl took the lead for the first time, and embarked at once on an attempt at a breakaway. Remarkably, it looked as though the still-injured German might do it, for on lap nine he had a lead of two-and-a-half seconds. It didn't last, though. "I chose too hard a rear tire, and I had three slides," he said later. The last two were big ones, and as the pack closed up again he decided to play it safe — if you can call it safe to bang fairings with some of the toughest racers in the world.

Cornu was second when Bradl took off, but during his run there was a crash on the corner before the pits, and Cadalora, already committed, passed Cornu under the yellow flags. A subsequent protest was overruled, since the Italian had little option but to complete the maneuver.

In any case, Cadalora was promptly repassed on the main straight by Shimizu. With the benefit of a slipstream as well as having the fastest Honda, the speed differential was awesome.

But it was Cardus who took the lead from Bradl, and though Cadalora nosed ahead once or twice on the twists, he then missed his braking point and dropped back to fifth. The Spaniard stayed in control for seven laps, and slowed the pace to preserve his tires for the final showdown.

He may have been better advised to try for a clean break, because not only did Cadalora battle his way back to take the lead again on lap 19, but this time he had Kocinski with him.

The American was riding a little way back from his usual ragged edge, and took nine laps to get in front of Wimmer into sixth, then languished there for the next nine laps. Now he had Cadalora to aim at, and he started to press harder, setting a new lap record as he did so.

He took a little longer than the Italian to dispose of the front-runners, but his progress was inexorable, and with three laps remaining he was past Cadalora and up to second behind the determined Cardus.

Cadalora was to lead once more, but it was still an open race with the only yard stick being the basic rule that whoever leads onto the main straight at Anderstorp is likely to be overtaken at the end of it.

Cardus was that man, with the two Yamahas in his slipstream, Kocinski leading them. The 40,000-strong crowd rose to watch the slipstreaming and outbraking maneuver at the end of the straight. But Cardus had thrown conventional wisdom to the wind, knowing that he had the speed to fight off any drafters, and the courage to resist even the latest of outbraking maneuvers.

In the event, he didn't have to carry out his threat that he would simply let off the brakes again if anybody came alongside, and he led Kocinski around the final two bends and across the finish line by less than a second.

Cadalora, meanwhile, had instead fallen victim again to Shimizu's speed, succumbing at the end of the straight as the Japanese rider put himself on the rostrum for the second race in succession.

Bradl was one-and-a-half seconds down in fifth, with Cornu another three seconds adrift, then came Wimmer, who had stayed ahead all race of a good dice between Zeelenberg, Criville and Sarron, in that order. Loris Reggiani was 11th, freed in the closing stages of the constant attention of Didier de Radigues' similar Aprilia when the Belgian took a brief excursion into the Nordic countryside, rejoining to finish 17th.

Adrien Morillas had also been in this group before he retired after 11 laps — so too, in the first five laps, had been the Aprilia of Italian Andreas Borgonovo and the Honda of German Jochen Schmid. Then, Borgonovo had a massive high-side at the pits corner, taking the German with him, and the cause of the yellow flags that nearly caused Cadalora such trouble.

With three races left, Cardus has stretched his Donington title lead to seven points, with the next race (at Brno, Czechoslovakia) also on a track that suits the Honda's power. Kocinski had ridden absolutely brilliantly to move through to second place, but was not pleased at the end result, finding himself rather at a loss for words in the post-race press conference, and torn between praising Cardus's riding and decrying the Honda's huge speed advantage. "The way we were riding around those guys in the corners, it really shouldn't have been their race," he said.

125cc Race

With practice times desperately close, the 125c race was always going

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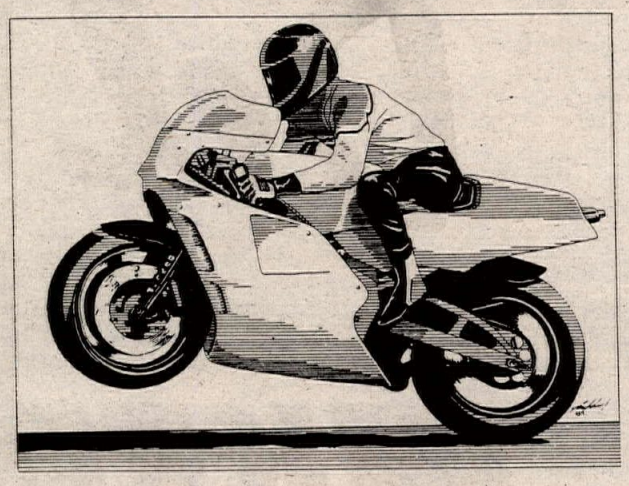
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to be good. In the event, there was a pack of 10 bikes going for the lead, swapping places at every corner, and with five different leaders across the line. These included Doriano Romboni, Dirk Raudies, Stefan Prein, and Adi Stadler, any one of whom might be lower than fifth the next time round.

But it was Spaan who had the lion's share of leading, while Prein gathered strength towards the end of the race.

Tactics aren't always enough, however, when the rough-housing starts, and it was well underway by the time they entered the crucial corner before the pits, with just one more before the straight, and it was here that Spaan once again showed that he is a tough nut when needs be.

It was Romboni in the lead as they dived into the bend, with Spaan shoving inside Prein and forcing the German to close the throttle momentarily. This gave Alessandro Gramigni's Aprilia a chance to get up into the slipstream of the Hondas, and as Spaan drafted Romboni down the straight and ducked out to outbrake him, Gramigni followed him through.

Spaan won it, Gramigni was second, then Romboni, Prein, Fausto Gresini, and Stadler. Only then came the British GP winner Loris Capirossi, who had been having trouble with a new cylinder he'd been using, and was only two-tenths ahead of Raudies, who in turn had Julian Miralles one-tenth behind.

All the exactitude of the Olivetti-Longines computer timing was needed to confirm the finishing order, with the first nine covered by 1.9 seconds, and 10th-placed Alfred Waibel less than a second behind the pack.

Jorge Martinez had dropped back to 17th by the end, and lucky to finish that high, since Brit Robin Milton had been ahead, and messed up his braking to let the once preeminent Spanish J.J. Cobas rider back in front again.

Capirossi now shares the title lead with Prein, with Spaan getting ever closer, now just 13 points adrift, and with Romboni another 14 points down. Martinez is dropping out of touch in fifth, in danger of being overtaken by Raudies. And the smallest class remains in many ways the most thrilling.

Sidecars

Title leader Steve Webster muffed his start for a second race in succession, getting away last once he managed to juggle the clutch and the revs into a more suitable accord. Egbert Streuer was in the lead, with the Egloff brothers second, but fourth-placed Alain Michel was fastest in practice, and he was on the charge, in second by lap three and leaning hard on Dutchman Streuer, to power past on lap five.

From then on, the Frenchman with English passenger Simon Birchell had merely to keep pressing on, and although Streuer was less than three seconds behind at the finish, he was never quite close enough to challenge.

Rolf Biland had posed a threat too, moving up into second on lap 11, but Streuer had kept him busy, and Michel instead won some breathing spece as the pair went back and forth, with Streuer finally getting second back for good with seven laps left.

Webster was engaged on a spirited ride right through the field, up to seventh place by half-distance and still charging all the way to the finish. Had the race been a lap or two longer, he might have had Biland too, but he had to be content with fourth, less than a second down on the Swiss veteran.

Streuer's second place gave him the title lead for the first time this year, only three points ahead of Webster, with Michel another point back. With two Sidecar races left, assuming Hungary goes ahead, you can't get much closer than that. CN

Results

125cc GP: 1. Hans Spaan (Hon); 2. Alessandro Gramigni (Apr); 3. Doriano Romboni (Hon); 4. Stefan Prein (Hon); 5. Fausto Gresini (Hon); 6. Ari Stadler (Cob); 7. Loris Capirossi (AGV); 8. Dirk Raudies (Hon); 9. Julian Miralles (Cob); 10. Alfred Waibel (Hon); 11. Hans Luethi (Hon); 12. G. Debbia (Apr); 13. Steven Patrickson (Hon); 14. Johnny Wickstrom (Cob); 15. Robin Appleyard (Hon); 16. Hisashi Unemoto (Hon); 17. Jorge Martinez (Cob); 18. Robin Milton (Hon); 19. F. Torrontegui (Hon); 20. E. Cuppini (M-C); 21. Manuel Herreros (Cob); 22. F. Kistrup (Hon); 23. Rene Waldmann (Cob); 24. A. Sanchez (Cob); 25. Hans Koopman (Hon); 26. Peter Galvin (Hon); 27. J. Selini (Hon); 28. S. Bragger (Apr).
Time: 39 min., 33.943 sec.
Distance: 23 laps, 57.396 miles
Average Speed: 87. 007 mph
Margin of Victory: .958 sec.
Fastest Lap: Stefan Prein, 1:41.909, 88.155 mph

250cc GP: 1. Carlos Cardus (Hon); 2. John Kocinski (Yam); 3. Masahiro Shimizu (Hon); 4. Luca Cadalora (Yam); 5. Helmut Bradl (Hon); 6. Jacques Cornu (Hon); 7. Martin Wimmer (Apr); 8. Wilco Zeelenberg (Hon); 9. Alex Criville (Yam); 10. Dominique Sarron (Hon); 11. Loris Reggiani (Apr); 12. Alberto Puig (Yam); 13. Jose Barresi (Yam); 14. Kevin Mitchell (Yam); 15. Renzo Colleoni (Apr); 16. Alex Preining (Rtx); 17. Didier de Radigues (Apr); 18. Alberto Rota (Apr); 19. Hans Becker (Yam); 20. Uri Jucker (Yam); 21. Eric Neumair (Yam).
Time: 40 min., 3.639 sec.
Distance: 25 laps, 62.387 miles
Average Speed: 93.439 mph
Margin of Victory: .080 sec.
Fastest Lap: John Kocinski, 1:34.833, 94.732 mph

500cc GP: Wayne Rainey (Yam); 2. Eddie Lawson (Yam); 3. Wayne Gardner (Hon); 4. Michael Doohan (Hon); 5. Niall Mackenzie (Suz); 6. Carl Fogarty (Hon); 7. Jean-Phillipe Ruggia (Yam); 8. Juan Garriga (Yam); 9. Alexandre Barros (Cag); 10. Ron Haslam (Cag); 11. Marco Papa (Hon); 12. Kees Doorakkers (Hon); 13. Peter Linden (Hon).
Time: 46 min., 1.689 sec.
Distance: 30 laps, 74.865 miles
Average Speed: 97.590 mph
Margin of Victory: 1.149 sec.
Fastest Lap: Wayne Rainey, 1:31.107, 98.607 mph

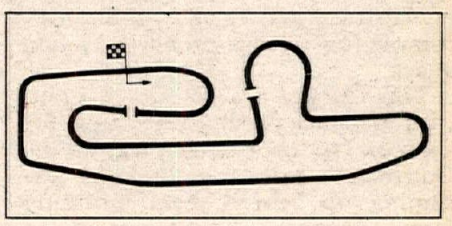
SIDECAR GP: 1. Michel/Birchall (LCR); 2. Streuer/DeHaas (Yam); 3. Biland/Waltisberg (Kra); 4. Webster/Simmons (LCR); 5. Abbott/Smith (LCR); 6. Egloff/Egloff (Yam); 7. Zurbruegg/Zurbruegg (LCR); 8. Kumagaya/Houghton ((LCR); 9. Guedel/Guedel (LCR); 10. Van Kempen/Kuyt (Kra); 11. Kumano/Roesinger (LCR); 12. Brindley/Rose (Yam); 13. Bohnhorst/Boettcher (LCR); 14. Wyssen/Wyssen (LCR); 15. Klaffens/Parzer (LCR); 16. Jones/Prior (LCR); 17. Thomas/Strevens (Kra); 18. Stoeltze/Stoeltze (Kra); 19. Howles Pointer (LCR).
Time: 37 min., 43.378 sec.
Distance: 23 laps, 57.396 miles
Average Speed: 91.291 mph
Margin of Victory: 2.971 sec.
Fastest Lap: Streuer/De Haas, 1:37.326, 92.306 mph

125cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. (TIE) Loris Capirossi/Stefan Prein (142); 3. Hans Spaan (129); 4. Doriano Romboni (115); 5. Jorge Martinez (94); 6. Dirk Raudies (90); 7. Ari Stadler (77); 8. Fausto Gresini (69); 9. Bruno Casanova (60); 10. Alessandro Gramigni (54).

250cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Carlos Cardus (173); 2. John Kocinski (166); 3. Luca Cadalora (143); 4. (TIE) Wilco Zeelenberg/Helmut Bradl (101); 6. Martin Wimmer (100); 7. Masahiro Shimizu (92); 8. Jochen Schmid (77); 9. Jacques Cornu (70); 10. Loris Reggiani (57).

500cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Wayne Rainey (220); 2. Kevin Schwantz (173); 3. Michael Doohan (135); 4. Niall Mackenzie (107); 5. Jean-Phillipe Ruggia (92); 6. Juan Garriga (89); 7. Wayne Gardner (88); 8. Christian Sarron (74); 9. Eddie Lawson (73); 10. Pier-Francesco Chili (56).

SIDECAR WORLD CHAMPIONSHIP POINT STANDINGS: 1. Egbert Streuer (152); 2. Steve Webster (149); 3. Alain Michel (148); 4. Rolf Biland (117); 5. (TIE) Steve Abbot/Yoshisada Kumagaya (99); 7. Guedel (95); 8. Markus Egloff (94); 9. Zurbruegg (67); 10. Masato Kumano (65).



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MOTOCROSS 15th Annual MX Grand National Championship

Jeff Dement (27) and Ezra Lusk (298) won the 80cc Stock and Modified Expert (12+) classes, but it was Dement who captured the Minicycle Grand National Championship.

Jeremy McGrath (shown) edged out Ryan Hughes for the Motorcycle Grand National Championship title; McGrath won the 125cc Stock and 250cc Modified classes.

Dement, McGrath steal the spotlight at Ponca City

By Kit Palmer
Photos by Tim Simpson and Palmer

PONCA CITY, OK, AUG. 8-12

Suzuki-mounted Jeff Dement and Kawasaki rider Jeremy McGrath earned the highly touted Minicycle and Motorcycle NMA Coca-Cola Grand National Championship titles after racking up highest consistent placings in the two 80cc Stock and Modified Expert (12+) classes (Minicycle Championship), and the four Stock and Modified 125 and 250cc Pro divisions (Motorcycle Championship).

Dement, from Spring, Texas, took the Minicycle number one trophy by winning the 80cc Modified Expert class and finishing second in the Stock division, which was won by teammate Ezra Lusk. Dement's 1-2 overall finishes in both classes earned him the Minicycle title, while Lusk was knocked out of championship contention after a first moto DNF in the 80cc Stock Expert class.

McGrath's title, on the other hand, wasn't as clean cut as Dement's. After competing in the four Pro classes — 125 and 250cc Stock and Modified Pro — McGrath had collected 1-1-2-4 overall finishes, while his Kawasaki Team Green teammate Ryan Hughes had earned 1-1-3-4 finishes. McGrath nipped Hughes for the overall Motorcycle Championship by just one point.

As it almost always does at Ponca City, rain played a major role at this year's running of the National Motosport Association (NMA)-sanctioned and AMBUCS-hosted GNC event. Early morning thunderstorms Saturday and Sunday turned much of the 1.3-mile MX track into a quagmire of axle-deep mud and standing water. This gave what many onlookers thought was a big advantage to the Eastern riders competing in the Pro and Expert classes at Ponca City, such as Michigan's Brian Swink, South Carolina's Hank Moree and Georgia's Lusk. But it was the southern California riders McGrath and Hughes, and Texas resident Dement, who prevailed in the dampness.

"I really didn't like the mud at first," said Sun City's McGrath, "but the more I rode in the mud, the more I began to like it. I feel racing in the mud is a good learning experience for me, since I don't get a chance to ride in it very much at home. Mud is something everybody is going to have to deal with if they're going to ride the Nationals."

In comparison to previous Ponca City GNC events, the pit area at this year's race was described by some racers

Michigan's Brian Swink (left) passes Mexican National MX Champion Pedro Gonzalez (47). Swink went 2-2-3-12.

as looking almost "vacant." This vacant appearance had a lot to do with the absence of two of the four major Japanese motorcycle manufacturers — Honda (for the third-straight year) and Yamaha, which was a major participant at last year's event, as well as previous races. Kawasaki's Team Green was, again, in full force at Ponca City, as was the Suzuki team. Italjet, the Italian motorcycle manufacturer that specializes in 50cc motorcycles, was on hand, introducing its new Pee Wee model, which was raced by a number of riders.

Despite a noticeably smaller overall crowd and a less-than-usual festive mood at this year's event, slightly more than 1000 entries were filled out, though this figure also included many riders who competed in two or more classes, and 15 racers who journeyed from Japan to race. Throughout five days of racing, Wednesday through Sunday, a grand total of 111 motos were run.

The racing format at Ponca City saw no real changes from previous years. For many classes a simple two-moto format was used to determine an overall champion, but those classes requiring divisions, a third "run-off" moto, combining the top riders from each division, was held on the final day of racing, Sunday, to determine an overall champion. The overall winner of each division went into the run-offs with one point, while the second overall rider went into the run-off with two points, third with three, and so on down the line. Scores in the run-off moto were combined with each rider's accumulative points going into the run-off and were then added up, and the rider with the lowest points in each class was officially declared the class champion.

None of the two 80cc Expert or four 125 and 250cc Pro classes required a third run-off moto. There was a total of 16 80cc Expert riders and, at most, 27 riders in the Pro classes.

Dement won his only moto in the first 80cc Stock Expert class race on Wednesday over Greg Rand, Damon Huffman and Jesse James. Lusk, Dement's primary competition going into the moto, recorded a DNF, which put him out of contention for the overall class and GNC Minicycle Championship.

Their second moto was run on Friday and Lusk blew out of the starting gate with revenge. Lusk and his Suzuki kept teammate Dement at bay for most of the race and captured the second moto win. However, it was Dement, with his 1-2 tally, taking the overall win in the class. Third in the moto went to Rand, while David Pingree and Steve Olson rounded out the top five.

Lusk was unbeatable in the Modified division winning both motos for the overall. Dement, on the other hand, rode conservatively with 2-4 moto finishes, giving him second overall in the class and the Minicycle Championship as well. Olson rounded up third overall via 6-2 moto finishes, while Rand labored to fourth overall with 5-3 tallies. Rounding out the top five was Pingree by way of 3-9 moto finishes.

Tennessee's Mike Brown looked to be a top condender in the Pro ranks early in the week after winning the first 125cc Stock Pro class moto, but the Team Green rider suffered a broken wrist when he landed hard off one of the jumps. Brown was sidelined for the rest of the week.

In the 125cc Stock Pro class, McGrath went into the second and final moto as the low-point rider after taking second in the first moto behind Brown. The second moto was held on Saturday following an early morning thunderstorm that left the track a muddy mess. After a three and a half-hour delay to prep the track, the 125cc Stock Pro moto was the third moto of the day to challenge the wet conditions.

Brian Swink, well-known for his mastery of the mud, shot into the lead ahead of McGrath, Moree, Brian Roth and Hughes. There was no stopping Swink as he quickly established a comfortable lead over McGrath. A few seconds behind McGrath battled Moree, Roth and Hughes. A few laps into the moto, Hughes slipped by Roth in a section of turns and set his sights on Moree. But Moree held his ground.

When the checkered flag came out it was Swink way out in front followed by McGrath, Hughes and Roth. However, it was McGrath taking the overall win, nipping Swink by one point.

In the Modified division, Swink again came out swinging by winning the first moto on Friday, over Michigan's Jay Wentzel, Hughes, Butch Smith and David Gaylord.

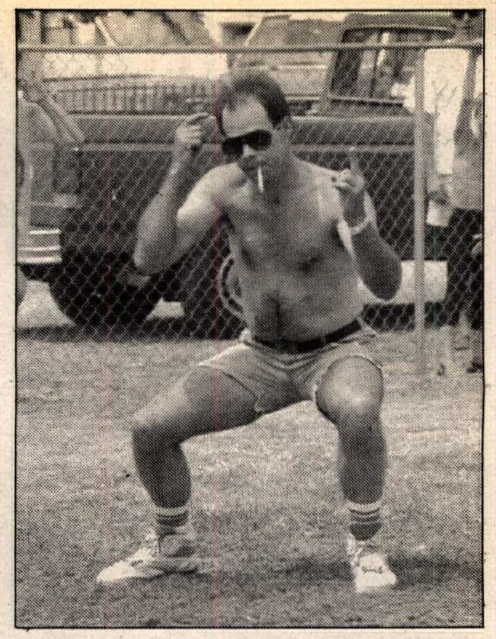
In the deciding second moto, held on Sunday, following another early morning thunderstorm, Hughes grabbed the holeshot with Swink hot on his tail. It turned into a two-way dice for the lead between the Californian and the Michigan rider in the wet and slippery mud. For the first three laps, Swink chased Hughes and was looking for room to pass. He finally saw a chance down a long straight with a couple of jumps. But just as he moved up alongside of Hughes, Swink lost control of his Kawasaki and slid out just as he was approaching a high-speed jump. Both he and his motorcycle were sliding on the ground as they flew off the big jump. Swink's Kawasaki landed on top of him pounding him into the ground. Swink, not seriously injured in the fall, remounted in third but pulled off the track a half lap later, too shaken up to continue.

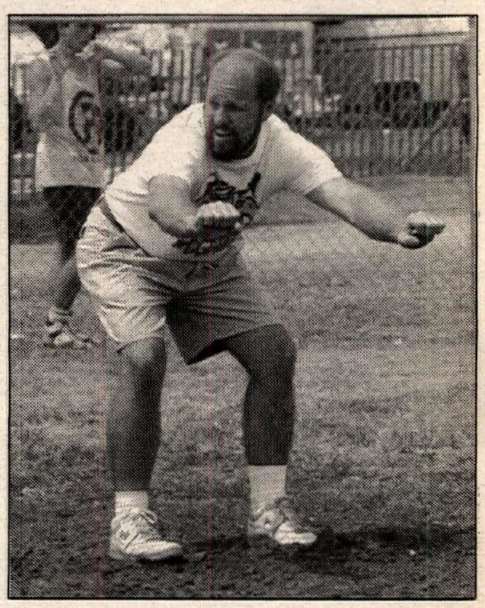
This gave Hughes clear sailing out in front, as McGrath held a lonely second. Wentzel, Terry Tinney and Gaylord were left battling for third for the remainder of the race. Hughes easily took the win, with McGrath cruising in for second. Wentzel held on for third, while Gaylord took fourth after Tinney, who finished fifth, bailed over a stair-step double jump. A 3-1 tally gave Hughes the class win over Wentzel's 2-3.

McGrath took an early advantage in the 250cc Stock Pro class by winning the first moto, which was held on Wednesday, over Hughes, Smith, Swink and Mexican National Champion Pedro Gonzalez. But Friday's deciding second moto saw a complete reversal, as Hughes captured the win over McGrath, which gave Hughes the class championship. Finishing third in the second moto was Swink who ended up finishing third overall. Fourth and fifth overall went to Gonzalez and Ray Crumb.

Butch Smith was the early leader in the first 250cc Modified Pro class moto, held on Thursday, but there was nothing he could do to prevent McGrath from closing in on him. Even though Smith held a commanding lead for most of the moto, McGrath didn't give up and chased the Yamaha rider until he passed Smith near the end of the race. Smith held on for second ahead of Hughes, Swink, Gonzalez and Crumb.

The final moto on a wet Sunday morning saw Gonzalez jump out to an early lead followed by Swink,





There was plenty of entertainment during the Pee Wee races, supplied by both the riders and their dads.

MOTOCROSS 15th Annual MX Grand National Championship

Florida's Ricky Carmichael (167) won four out of the five classes he entered at Ponca City. He topped the Jr. Cycle and 80cc Stock and Modified (9-11) classes.

Jason Edwards (112) and Shawn Morga (156) finished 1-2 in the 250cc Modified Intermediate class. Tommy Clowers won the 125 and 250cc Stock classes.

McGrath, Wentzel, Dan Jannette and Ryan Carlisle.

Swink passed Gonzalez on the first lap and quickly established a comfortable lead. The Kawasaki rider, in fact, was so far out in front by the midway point that he had time to slow down and pull off one of his saturated gloves without worrying about being passed.

After a midpack start, Hughes began working his way up through the pack until he reached Smith, who was defending sixth place. The two riders engaged in a brutal dogfight that saw both riders crash into each other in one of the deepest mudholes in the track. Hughes got his motorcycle running first and managed to salvage a seventh in the moto, while Smith dropped back to 11th. Up front across the finish line it was Swink way out in front followed by Gonzalez, McGrath, Wentzel and Jannette. McGrath's consistent 1-3 finishes was good enough for the overall class win.

All of the 125 and 250cc Stock and Modified Intermediate classes required a third run-off moto, and some of the top riders going into the run-offs were Tommy Clowers, Jason Edwards, Shawn Morga, Mike Atkins, Derek Natvig, Dana Wiggins and Dan Ulven.

Heading into the 125cc Stock Intermediate run-off Natvig, Clowers and Atkins all carried the low-point of one after winning their respective divisions.

It was Michael Brandes, who went into the run-off with an eight, stealing the holeshot and leading for three laps before Clowers, who had a fourth place start, passed him. Once out in front Clowers took command and opened up an untouchable lead, while Brandes dropped back one more position when Natvig nipped him a short time later. Clowers easily took the win over Natvig, Brandes, Michael Merlo and Stripling Smith.

Clowers, again, won in the 250cc Stock Intermediate class, but Edwards gave him a run for his money. Edwards began the moto around fifth, worked his way into second and slowly reeled-in Clowers. With just a few laps remaining, Edwards was pounding on Clowers' back door. On the last lap, Edwards was pressing hard but came up short when he crashed trying to make a bid for the lead. Clowers took the win with Edwards recovering second. Taking third was Haydon Richards, who started the moto in fourth. Ulven finished fourth just ahead of Morga.

Clowers' bid for a sweep in the 125/250cc division came to an abrupt end in the first turn of the 125cc Modified run-off. Clowers and his Kawasaki cartwheeled off the track, injuring his ribs. He was unable to finish the moto nor start the 250cc Modified run-off that was to be held a few races later.

Meanwhile, Brandon Smith and his Yamaha were found leading the way over Sean Pagel, Bart McAlister and Jason Owens. However, back in sixth place was Natvig, who was working his way up through the pack, as was Edwards back in ninth.

Natvig took control of the lead on the third lap and was soon enjoying a comfortable lead, but on the tear was Edwards. By the sixth lap, Edwards had taken over second but found too much real estate between himself and the leader, Natvig, to seriously threaten. Brandes climbed the ladder to third, with Atkinson and Owens rounding out the top five. Natvig's perfect 1-1 combination gave him the class championship.

The final moto of the week was the 250cc Modified Intermediate moto, which was highlighted by an Edwards runaway. After passing Morga on the second lap, Edwards kicked into high gear and roosted away from the pack. He easily won the moto and captured the class championship. Morga held on to an uncontested second, while Natvig finished third. Rounding out the top five were Brandon Smith and Shawn Cisco. Dan Ulven, who had a four going into the run-off, did not ride after crashing in the 125cc Stock Intermediate run-off moto when he tangled with another rider.

Greg Rand was undeniably the fastest rider in the Super Mini (12-18) class. Rand charged to double moto victories, easily topping second overall finisher Danny Nelson (3-5) and third-place finisher Brian Deegan (2-6).

Robbie Reynard was the rider to beat in the second of two motos held in the 80cc Modified Intermediate (12+) class. Reynard and his Kawasaki won the first moto over Kevin Windham, Mike Atkinson, Richie Horton and Jason Kellogg. However, it wasn't going to be Reynard's day, as Windham came back to win the second moto and take the class championship. Reynard could do no better than sixth in the second moto for third overall. Sneaking in for second overall with a 3-2 was Atkinson.

Windham, however, wasn't through yet. In the Stock class, Windham used a 1-2 combination to secure his second overall class championship of the week. Reynard improved his class finish by one for second overall, while Atkinson settled for third.

The winningest rider at Ponca City was Ricky Carmichael who collected four wins and one second. Carmichael won both the Junior Cycle Modified and Stock (9-11) classes and both the 80cc Stock and Modified (9-11) classes. The only rider able to stop the Carmichael freight train was Cory Bauder in the 105cc (9-11) division. Carmichael settled for second there, while Robbie Horton finished third.

In the popular Pee Wee races it was Johnny Marley who dominated. Marley topped both the 30-rider strong Pee Wee Stock and Modified classes.

In the Stock class run-off Marley jumped out to a sizable lead only to have it cut down by Randall Williams. Williams challenged Marley in every turn for a couple of laps before Marley turned on the afterburners near the end of the race and slightly pulled away. Back in third and fourth Matt Walker and Justin Buckelew battled for positions until Walker took control and broke free of Buckelew by a few bike lengths.

In the two-moto Modified division, Marley took the win even though he didn't win a moto. Buckelew won the first moto but broke down in the second moto, which was won by Aaron Lindsey, who finished a disappointing 10th in the first moto. A consistent 2-3 tally gave Marley the class win.

In the Junior Cycle Stock (6-8) class 26 Kawasaki riders and one Honda rider lined the starting gate for two motos. When the dust had cleared, it was the lone Honda, piloted by Bubba Ellis, taking the overall win. Matt Walker and Ellis traded 1-2 moto scores with Ellis winning the all-important tie-breaking second moto. Third went to Justin Buckelew. CN

Results

P/W STK: Johnny Marley (Yam); 2. Matt Walker (Yam); 3. Randall Williams (Yam); 4. Justin Buckelew (Yam); 5. Matt Boone (Yam).

P/W MOD: 1. Johnny Marley (Yam); 2. Randall Williams (Yam); 3. Robby McQuarty (Yam); 4. Aaron Lindsey (Yam); 5. Matt Walker (Yam).

JR CYC STK 6-8: 1. Bubba Ellis (Hon); 2. Matt Walker (Kaw); 3. Justin Buckelew (Kaw); 4. Johnny Marley (Kaw); 5. J.W. Patton (Kaw).

JR CYC STK 9-11: 1. Ricky Carmichael (Kaw); 2. Brian Stone (Kaw); 3. Erick Vallejo (Kaw); 4. Jason Shirey (Kaw); 5. Robbie Horton (Kaw0.

JR CYC MOD 6-11: 1. Ricky Carmichael (Kaw); 2. Jason Shirey (Kaw); 3. Erick Vallejo (Kaw); 4. Jimmy LaMastus (Kaw); 5. Charley Bogard (Kaw).

80 STK 9-11: 1. Ricky Carmichael (Kaw); 2. Jason Patridge (Kaw); 3. Jason Shirey (Kaw); 4. Cory Bauder (Kaw); 5. Doby Sharp (Suz).

80 MOD 9-11: 1. Ricky Carmichael (Kaw); 2. Jason Patridge (Kaw); 3. Coby Sharp (Suz); 4. Jason Shirey (Kaw); 5. Charley Bogard (Kaw).

80 STK BEG 12+: 1. Jason Howard (Kaw); 2. Dennis Owens (Kaw); 3. Greg Duvall (kaw); 4. Chip Rotan (Kaw); 5. Gary Blakeley (Kaw).

80 STK NOV 12+: 1. Mike Ulven (Kaw); 2. Jeremy Gray (Suz); 3. Matt Day (Suz); 4. Chris Daubitz (Kaw); 5. Ray Mitchell (Hon).

80 MOD NOV 12+: 1. Donald Hardy (Kaw); 2. Ray Mitchell (Hon); 3. LarryLinkogle (Kaw); 4. Jeremy Gray (Suz); 5. Andy Beebe (Kaw).

80 STK INT 12+: 1. Kevin Windham (Ka); 2. Robbie Reynard (kaw); 3. Mike Atkinson (Suz); 4. Casey Johnson (Kaw); 5. Clint Latham (Kaw).

80 MOD INT 12+: 1. Kevin Windham (Kaw); 2. Mike Atkinson (Suz); 3. Robbie Reynard (Kaw); 4. Andy Bowyer (Kaw); 5. Richie Horton (Kaw).

80 STK EX 12+: 1. Jeff Dement (Suz); 2. Greg Rand (Kaw); 3. David Pingree (Suz); 4. Damon Huffman (Kaw); 5. Steve Olson (Kaw).

80 MOD EX 12+: 1. Ezra Lusk (Suz); 2. Jeff Dement (Suz); 3. Steve Olson (Kaw); 4. Greg Rand (Kaw); 5. David Pingree (Suz).

S/MINI 12-18: 1. Greg Rand (Kaw); 2. Danny Nelson (Kaw); 3. Brian Deegan (Kaw); 4. Tony Haynes (Kaw); 5. Ezra Lusk (Suz).

105 9-11: 1. Cory Bauder (Kaw); 2. Ricky Carmichael (Kaw); 3. Robbie Horton (Kaw); 4. Jacob Martin (Yam); 5. Charley Bogard (Kaw).

125 STK BEG: 1. Phillip Myers (Hon); 2. Mathew Feil (Hon); 3. Lance Green (Hon); 4. Mike Reeder (Hon); 5. Jeremy Giroir (Yam).

125 STK NOV: 1. Jason York (Kaw); 2. Chad Christian (Kaw); 3. Mark Desch (Yam); 4. Kyle Jolley (Hon); 5. Michael Peacock (Kaw).

125 MOD NOV: 1. Kyle Jolley (Hon); 2. Kelly Poor (Hon); 3. P.J. Kerr (Suz); 4. Ty Harris (Hon); 5. Aaron Justus (Hon).

125 STK INT: 1. Tommy Clowers (Kaw); 2. Derek Natvig (Kaw); 3. Michael Merlo (Hon); 4. Mike Atkinson (Hon); 5. Michael Brandes (Kaw).

125 MOD INT: 1. Derek Natvig (Kaw); 2. Jason Edwards (Kaw); 3. Mike Atkinson (Hon); 4. Sean Pagel (Suz); 5. Clifford Adoptante (Hon).

125 STK PRO: 1. Jeremy McGrath (Kaw); 2. Brian Swink (Kaw); 3. Ryan Hughes (Kaw); 4. Ray Crumb (Kaw); 5. Pedro Gonzalez (Hon).

125 MOD PRO: 1. Ryan Hughes (Kaw); 2. Jay Wentzel (Kaw); 3. David Gaylord (Suz); 4. Jeremy McGrath (Kaw); 5. Butch Smith (Yam).

250 STK NOV: 1. Benjamin Trask (Hon); 2. Mike Luoma (Kaw); 3. Judd Denney (Hon); 4. Mark Risha (Kaw); 5. Marcus Cannon (Kaw).

250 MOD NOV: 1. Marcus Cannon (Kaw); 2. Chad Christian (Kaw); 3. Shawn McIntosh (Kaw); 4. Mike Luoma (Kaw); 5. Chris Dennison (Kaw).

250 STK INT: 1. Tommy Clowers (Kaw); 2. Jason Edwards (Kaw); 3. Dan Ulven (Kaw); 4. Haydon Richards (Kaw); 5. Shawn Morga (Yam).

250 MOD INT: 1. Jason Edwards (Kaw); 2. Shawn Morga (Yam); 3. Derek Natvig (Kaw); 4. Sean Pagel (Suz); 5. Shawn Cisco (Yam).

250 STK PRO: 1. Ryan Hughes (Kaw); 2. Jeremy McGrath (Kaw); 3. Brian Swink (kaw); 4. Pedro Gonzalez (Hon); 5. Ray Crumb (Kaw).

250 MOD PRO: 1. jeremy McGrath (Kaw); 2. Brian Swink (Kaw); 3. Pedro Gonzalez (Hon); 4. Ryan Hughes (Kaw); 5. Dan Jannette (Suz).

500 NON-PRO: 1. Billy DePriest (Kaw); 2. Robert Neeley (Kaw); 3. Jarrett Newby (Hon); 4. David Eubanks (Hon); 5. Derrick Sims (Kaw).

VET (OVER 30): 1. Greg Brown (Hon); 2. Robert Neeley (Kaw); 3. Jarrett Newby (Hon); 4. Randy Baumann (Hon); 5. Robert Noland (Kaw).

BOOK REVIEW

TT Course Guide

For many road racing enthusiasts, competing in the Isle of Man TT is a life-long dream which will most likely remain unfulfilled.

Fortunately for them there is the TT Course Guide by Mac McDiarmid.

McDiarmid, the editor of England's Bike magazine, competed on the Island from 1983-88. Therefore, his insight into what is the fast way around the 37.73-mile, 214-turn public roads circuit which he calls "the most physically punishing, mechanically taxing, technically demanding, exhilarating and . . . unforgiving in the world," is not at all second-hand.

Even more credible than McDiarmid's perspective is that of racer Steve Hislop, who owned the lap record of 121.99 mph when the book was written in '89, and who improved that mark to 122.63 mph this year. Hislop's thoughts accompany McDiarmid's, and are found under the heading "The Racer's Line."

The duo's words, in conjunction with Don Morley's photographs, bring to life the locales behind the storybook names.

The 104-page, handbook-sized guide begins with a short foreword, followed by a chapter entitled "The TT: A Brief History," which in our estimation is entirely too brief. However, since there are already a number of books on the TT's lengthy (since 1907) history, and since this is clearly not the point of the TT Course Guide, its sketchiness is mostly excusable.

The book then begins an actual lap of the course, dividing its length into six sections, each of which is detailed in its own chapter. The layout is a little awkward as the reader must constantly jump back and forth from McDiarmid's to Hislop's commentaries, but the knowledge gained is worth the effort expended.

Hislop's insight is especially fascinating as, for instance, he tells of reaching speeds of *190-195 mph* on the works Honda RVF750 while plummeting down the hill to Brandish!

British lingo is found throughout, with such terms as lay-by (turnout), grid (sewer drain), parapet (stone wall) and "bottle" (bravery) requiring some discerning thought.

The book concludes with a chapter entitled "Mind and Machine," in which the author offers heartfelt advice to first-time TT competitors.

If we can offer one criticism, it would be the book's lack of an overall track map, which if it were included would provide a much-needed overview of the legendary Mountain Circuit. Additionally, dividing said map into sections to accompany each of the six chapters would help prevent the reader becoming "lost" in the text.

A few typographical errors also crop in (five laps of a *526-mile* course for the 1904 Gordon Bennett Cup? Perhaps it was 52.6?), but none are overwhelmingly alarming.

If you're a true road racing enthusiast there's a place for the TT Course Guide in your book collection, right between the Giacomo Agostini biography and the history of MV Agusta.

The TT Course Guide is not currently being distributed in the U.S. To order, send a bank check or international money order for £8 Sterling to 650 Publications, P.O. Box 28, Altrincham, Cheshire WA15 8SH, England; Phone: 011-44-61-928-3480, FAX: 011-44-61-941-6897.

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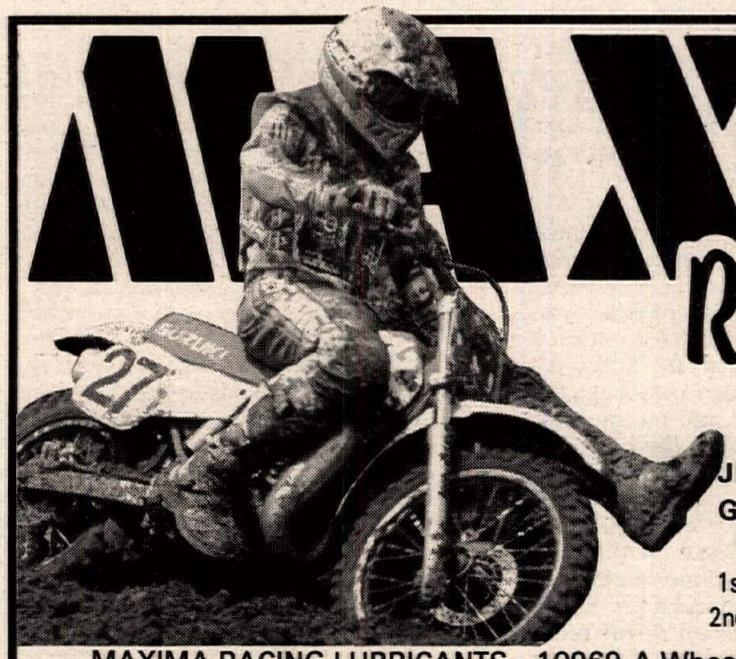

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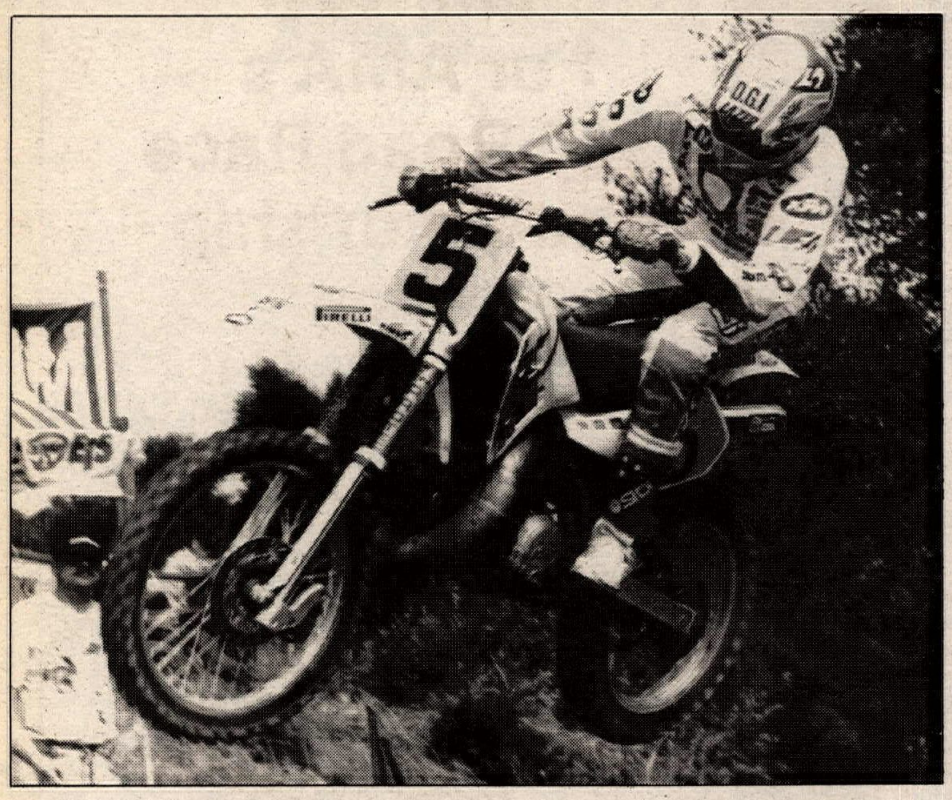
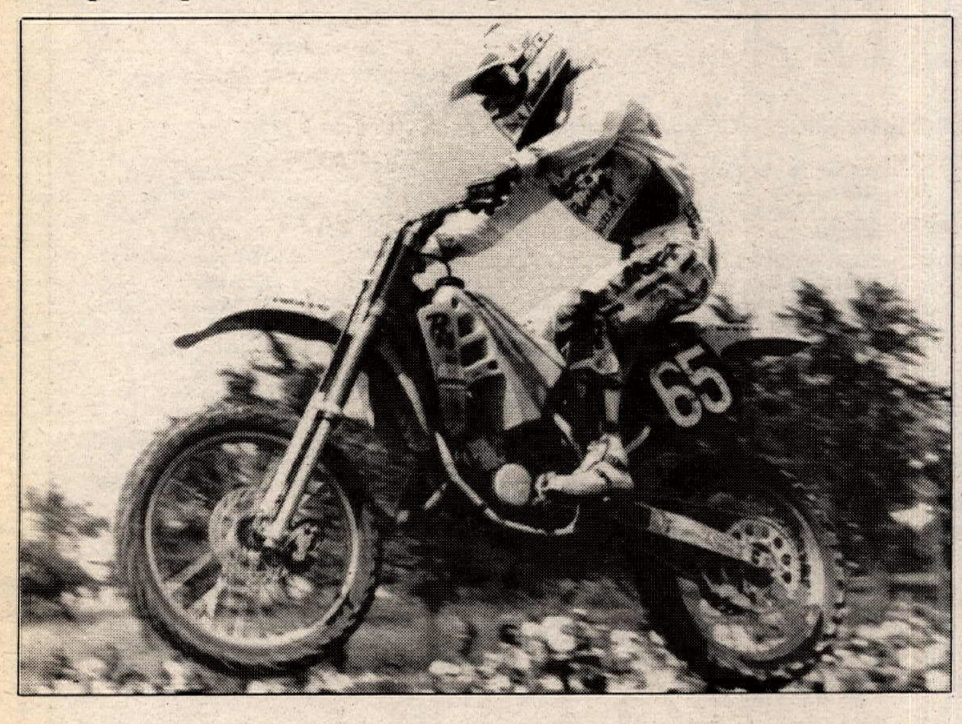


KTM's Jacky Martens gave Luxembourg its first-ever 500cc GP win in front of the home crowd in Kohlenberg. Martens went 1-4 for the overall victory.

Minnesota's Donny Schmit gave the U.S. its second consecutive 125cc World Championship MX crown after winning both motos in Agueda, Portugal.



Schmit wins title with Portuguese GP sweep

AGUEDA, PORTUGAL, AUG. 5

Donny Schmit became the second consecutive American to win the 125cc MX World Championship when he swept both motos of the Portugese Grand Prix, while compatriot Bob Moore clinched second in the final point standings despite suffering a broken finger in the first moto.

With the scheduled final round in Spain cancelled due to dust, Mike Healey was unable to make it an American sweep of the top-three positions when he retired from the second moto with engine problems on his factory KTM. Belgian Stefan Everts and Italian Andrea Bartolini both moved past Healey in the final standings, Bartolini finishing just one point ahead of Healey.

American Tyson Vohland nearly surpassed Healey as well, but after finishing second in the first moto, Vohland retired after two laps when his eyes filled with mud in moto two. The GP was held in high temperatures, so the track was drenched with water before each moto to eliminate dust.

Schmit led Vohland all the way to the finish in moto one, while Pedro Tragter passed Bartolini early in the race and controlled third to the end. Stefan Everts, Healey and Yves Demaria also displaced Bartolini, with Thierry Bethys making the final pass on the Italian with two laps to go.

In the second moto Demaria ran second the entire distance behind Schmit, who crossed the finish line in a shower of champagne from his mechanic. Tragter was able to demote Everts to finish third and lock up second overall for the day. CN

Results

O/A: 1. Donny Schmit (Suz); 2. Pedro Tragter (Suz); 3. Yves Demaria (Yam); 4. Stefan Everts (Suz); 5. Tyson Vohland (Suz); 6. Erwin Machlingler (Hon); 7. Andrea Bartolini (Hon); 8. Massialliano Gazzarata (Suz); 9. Mike Healey (KTM); 10. Peter Beirer (Suz).

MOTO 1: 1. Donny Schmit; 2. Tyson Vohland; 3. Pedro Tragter; 4. Stefan Everts; 5. Mike Healey; 6. Yves Demaria; 7. Thierry Bethys; 8. Andrea Bartolini; 9. Erwin Machlinger; 10. Alan Morrison; 11. Bader Manneh; 12. Jerome Belval; 13. Marcel Van Drunen; 14. B. Magain; 15. Teus Visser.

MOTO 2: 1. Donny Schmit; 2. Yves Demaria; 3. Pedro Tragter; 4. Stefan Everts; 5. Massialliano Gazzarata; 6. Peter Beirer; 7. Werner Dewit (Kaw); 8. Erwin Machlinger; 9. Andrea Bartolini; 10. Jerome Belval; 11. F. Bolley; 12. Marco Seiler (Yam); 13. R.V. Rees; 14. Greg Albertijn; B. Magain.

FINAL 125 WORLD CHAMPIONSHIP POINT STANDINGS: 1. Donny Schmit (285); 2. Bob Moore (214); 3. Stefan Everts (161); 4. Andrea Bartolini (155); 5. Mike Healey (154); 6. Tyson Vohland (147); 7. Pedro Tragter (141); 8. Yves Demaria (118); 9. Bader Manneh (103); 10. Alan Morrison (84); 11. Edwin Evertson (79); 12. Erwin Machlinger (72); 13. Peter Beirer (65); 14. Ryan Hunt (60); 15. Jerome Belval (54); 16. Charrel Sweebe (53); 17. Rick Ryan (42); 18. Massialliano Gazzarata (37); 19. Marcel Van Drunen (34); 20. Massimo Contini (34).

World Championship 125cc MX Series: Round 8

Schmit closes on title in Swiss GP

WOHLEN, SWITZERLAND, JULY 29

American Donny Schmit moved closer to clinching the 125cc World Championship by leading both motos of the Swiss GP at Wohlen from start to finish. Belgian Stefan Everts followed Schmit home in each moto while American Bob Moore, the only contender for the title, completed the top three with 3-4 moto finishes.

Alan Morrison grabbed the holeshot in the first moto but was run into the banners. Schmit shot away with the lead, while Everts passed Moore to claim the runner-up finishing position. American Mike Healey finished fourth.

Moto two was another Schmit show with Everts trailing at the finish. Moore gated poorly and had to pass Jerome Belval and Pedro Tragter, who was competing in his first race following an injury earlier in the season, before he encountered Peter Beirer. Beirer had charged up to third by quickly passing Healey, Moore and Tragter near the halfway point, then held Moore off to the end. Healey dropped back to 12th at the finish. CN

Results

O/A: 1. Donny Schmit (Suz); 2. Stefan Everts (Suz); 3. Bob Moore (KTM); 4. Peter Beirer (Suz); 5. Pedro Tragter (Suz); 6. Mike Healey (KTM); 7. Teus Visser (Yam); 8. Tyson Vohland (Suz); 9. Erwin Machtlinger (Hon); 10. Edwin Evertson (Kaw); 11. Werner Dewit (Kaw); 12. Marcel Van Drunen (Hon); 13. Andrea Bartolini (Hon); 14. Bader Manneh (KTM); 15. Thierry Bethys (Hon); 16. Massialliano Gazzarata (Suz); 17. Massimo Contini (Hon); 18. Rick Ryan (Hon); 19. Marco Seiler (Yam); 20. Jerome Belval (Suz).

MOTO 1: 1. Donny Schmit; 2. Stefan Everts; 3. Bob Moore; 4. Mike Healey; 5. Peter Beirer; 6. Pedro Tragter; 7. Edwin Evertson; 8. Marcel Van Drunen; 9. Bader Manneh; 10. Massialliano Gazzarata; 11. Tyson Vohland; 12. Teus Visser; 13. Werner Dewit; 14. Marco Seiler; 15. Erwin Machlinger.

MOTO 2: 1. Donny Schmit; 2. Stefan Everts; 3. Peter Beirer; 4. Bob Moore; 5. Pedro Tragter; 6. Erwin Machlinger; 7. Teus Visser; 8. Tyson Vohland; 9. Andrea Bartolini; 10. Thierry Bethys; 11. Werner Dewit; 12. Mike Healey; 13. Massimo Contini; 14. Rick Ryan; 15. Jerome Belval.

125 WORLD CHAMPIONSHIP POINT STANDINGS: 1. Donny Schmit (245); 2. Bob Moore (214); 3. Mike Healey (143); 4. Andrea Bartolini (140); 5. Stefan Everts (135); 6. Tyson Vohland (130); 7. Pedro Tragter (111); 8. Bader Manneh (98); 9. Yves Demaria (91); 10. Edwin Evertson (79) 11. Alan Morrison (78); 12. Ryan Hunt (60); 13. Erwin Machlinger (57); 14. Peter Beirer (55); 15. Charrel Sweebe (53); 16. Jerome Belval (44); 17. Rick Ryan (42); 18. Massimo Contini (34); 19. Marcel Van Drunen (31); 20. Teus Visser (28).

World Championship 500cc MX Series: Round 11

Martens triumphs in Luxembourg

By By Alex Hodgkinson

KOHLENBERG, LUXEMBOURG, AUG. 12

Jacky Martens gave Luxembourg its first-ever 500cc GP win when he combined 1-4 moto finishes to take the overall win before a home crowd at the final European GP of the season at Kohlenberg.

Martens, who is originally from Belgium but rides with a Luxembourg license, beat newly-crowned World champ Eric Geboers in the first moto, while the second race was won by Dirk Geukens over David Thorpe, who finished second overall with a 3-2 moto tally. Kurt Nicoll completed the top three overall with 5-3 moto finishes.

The battle now goes to America with Geboers the champion and Nicoll almost certain of second. With Thorpe declining to travel to the final GP, the battle for the bronze medal is between Geukens and Martens, with Geukens holding an 11-point advantage.

With fast-starter Paul Malin still somewhat stunned after landing on his head in the morning's timed practice, there was a chance for someone else to take the holeshot and it was Finn Arto Pantilla who stormed to the front. But on the second lap Martens was past him and the factory KTM rider quickly established a big lead as the other riders fought to get on terms with Pantilla.

Nicoll had made the best start of the big three but it was soon clear that he was having a bad ride. After the race it was discovered that the front brake was jammed on, although he managed to finish fifth.

Geboers and Thorpe both passed Nicoll with ease and set off after Pantilla. As they closed on the Finn after 20 minutes Geboers had a simple fall and dropped behind Thorpe. But the new World champ is still full of enthusiasm and he recovered well to pass Pantilla on the same lap as Thorpe with 10 minutes remaining in the 40-minute plus two-lap moto.

Within two laps Geboers had also passed Thorpe, when the two riders went off a jump side by side and collided in midair. Geboers came out of it the best although neither rider fell. On the last two laps they closed up on Martens, but not sufficiently to threaten his win.

Kees Van der Ven retired early after a collision with Jeff Leisk damaged his rear brake. Leisk had a good comeback ride after sitting out several rounds due to his broken finger. After starting 13th, Leisk came through to displace Dietmar Lacher for sixth before the race was half an hour old.

Franco Rossi had started sixth, but fell and was passed by Lacher and Leisk after 15 minutes before recovering to fight off a challenge from Georges Jobe and Malin. In the end Rossi was the strongest of the trio and held off Jobe for eighth, while Malin dropped right out of the points after an incident with Mervyn Anstie.

"He put me in the fence as he came past," said Malin. "I tried to do it to him in the next corner and came off worst."

Leif Persson got the holeshot in moto two, but went straight in the overwatered first turn and dropped to eighth. Then halfway through the first lap Ludovic Lucquin failed to brake and put Persson in the fence. A frustrated Persson was soon back in the pits.

Martens took over the lead but he fell before the end of the first lap and dropped to fourth. Geukens assumed

first and held the point to the finish despite the desperate attempts of the opposition to dislodge him.

The first to try was Nicoll, but the KTM rider was the only rider on Dunlop tires on a track which appeared to favor Pirelli rubber. Nicoll eventually had to ease his pace and ended up third.

The next man to challenge Geukens was Geboers, but two falls dropped him back to eighth and he could only regain one place, at the expense of Kurt Ljungqvist, before the finish. It was the first time this season that Geboers hadn't finished in the top five of a moto.

Finally Thorpe took up the challenge to Geukens, and many times he got alongside but could never get in front. If Thorpe could have passed, the GP would've been his, but he didn't and the overall went to fourth-place finisher Martens.

Ljungqvist had been another early faller after completing the first lap second to Geukens. Ljungqvist was coming back strong at Martens when his rear wheel started to break up and he rode a conservative race to finish eighth.

Lacher may also have challenged Martens, but after 15 minutes he got track marker tape in his rear brake when he had to go off line to avoid a fallen rider. For three laps Lacher rode without the brake, and in this time Rob Andrews passed him for fifth and he couldn't reverse the positions before the finish.

Rossi was 12th after one lap and rode a steady race up to ninth in the first few laps. But the riders ahead of him were too far ahead for him to challenge and he rode steadily to the finish, always about 100 yards ahead of Van der Ven.

Malin rode with less enthusiasm than usual for 11th after his crashes in practice and the first moto, while Anstie got a flat tire after 35 minutes just after he had worked his way into the points after a bad start. Pantilla also got off to a bad start but kept going to finish 15th after a strong ride during the second half of the race. CN

Results

TIMED PRACTICE: 1. Kurt Nicoll (2 minutes, 45.78 seconds); 2. Dave Thorpe (2:46.46); 3. Dirk Geukens (2:47.20); 4. Arto Pantilla (2:47.35); 5. Kurt Ljungqvist (2:47.61); 6. Ludovic Lucquin (2:47.67); 7. Jacky Martens (2:47.74); 8. Marc Velkeneers (2:47.77); 9. Georges Jobe (2:48.16); 10. Franco Rossi (2:48.22); 11. Jeff Leisk (2:48.39); 12. Dietmar Lacher (2:48.44); 13. Paul Malin (2:49.19); 14. Mervyn Anstie (2:49.20); 15. Marco Faussone (2:49.22); 16. Roberto Costa (2:49.35); 17. Robert Scott (2:49.69); 18. Siefried Bauer (2:49.93); 19. Gatti Loris (2:50.30); 20. Eric Geboers (2:50.31); 21. Giovanni Cavatorta (2:50.62); 22. Johan Boonen (2:50.78); 23. Jo Martens (2:50.92); 24. Rob Andrews (2:50.95); 25. Stuart Coyle (2:51.44); 26. Stefan Larsson (2:51.83); 27. Eric Delannoy (2:52.31); 28. Kees Van der Ven (2:52.34); 29. Leif Persson (2:52.37); 30. Jeroen Roijakkers (2:52.46); 31. Mark Banks (2:52.50); 32. Christian Vimond (2:52.67); 33. Joergen Gustafsson (2:52.78); 34. Jean-Charle Tonus (2:52.97); 35. Jaakoo Eckert (2:53.89); 36. Brian Wheeler (2:53.97); 37. Joel Smets (2:54.07); 38. Siegle Werner (2:54.27); 39. Clarck Julian (2:55.37); 40. Jean-Michel Midey (2:55.43) 41. Carlo Hulsen (2:56.71); 42. Ivan Grobben (2:59.20).

MOTO 1: 1. Jacky Martens (KTM); 2. Eric Geboers (Hon); 3. Dave Thorpe (Kaw); 4. Arto Pantilla (Hon); 5. Kurt Nicoll (KTM); 6. Jeff Leisk (Hon); 7. Dietmar Lacher (Hon); 8. Franco Rossi (KTM); 9. Georges Jobe (Yam); 10. Mervyn Anstie (Hon); 11. Marc Velkeneers (Kaw); 12. Kurt Ljungqvist (Hon); 13. Robert Scott (Hon); 14. Rob Andrews (Hon); 15. Siegfried Bauer (Kaw); 16. Stuart Coyle (Hon); 17. Dirk Guekens (Hon); 18. Gatti Loris (Hon); 19. Christian Vimond (Hon); 20. Jo Martens (Kaw); 21. Paul Malin (Kaw); 22. Roberto Costa (Hon); 23. Stefan Larsson (Kaw); 24. Siegle Werner (Kaw); 25. Jean-Charles Tonus (Hon); 26. Jeroen Roijakkers (Hon); 27. Clarck Julian (Hon); 28. Joergen Gustafsson (Kaw); 29. Ivan Grobben (Hon).

MOTO 2: 1. Dirk Geukens; 2. Dave Thorpe; 3. Kurt Nicoll; 4. Jacky Martens; 5. Rob Andrews; 6. Dietmar Lacher; 7. Eric Geboers; 8. Kurt Ljungqvist; 9. Franco Rossi; 10. Kees Van der Ven (KTM); 11. Paul Malin; 12. Marc Velkeneers; 13. Johan Boonen (KTM); 14. Jo Martens; 15. Arto Pantilla; 16. Siegle Werner; 17. Robert Scott; 18. Gatti Loris; 19. Giovanni Cavatorta (Hon); 20. Marco Fausson (Kaw); 21. Jeorgen Gustafsson (Kaw); 22. Jean-Charles Tonus; 23. Clarck Julian; 24. Jaakoo Eckert (Kaw); 25. Carlo Hulsen (Hon); 26. Joel Smets (Hon).

500 WORLD CHAMPIONSHIP POINT STANDINGS: 1. Eric Geboers (356); 2. Kurt Nicoll (268); 3. David Thorpe (233); 4. Dirk Geukens (232); 5. Jacky Martens (221); 6. Billy Liles (156); 7. Kees Van der Ven (140); 8. Franco Rossi (120); 9. (TIE) Mervyn Anstie/Kurt Ljungqvist (101); 11. (TIE) Jeff Leisk/Paul Malin (100); 13. Jo Martens (80); 14. Georges Jobe (70); 15. Marc Velkeneers (62); 16. Arto Pantilla (53); 17. Dietmar Lacher (52); 18. Stefan Larsson (45); 19. Jared Smith (40); 20. Leif Persson (39).

NATIONAL Road Racing CHAMPIONSHIP 1990

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March 2-11	Daytona International Speedway Daytona Beach, Florida	Superbike: Dave Sadowski 250 GP: Rich Oliver Pro Twins GP1: Jamie James
May 4-6	Road Atlanta Braselton, Georgia	Superbike: Doug Polen 250 GP: Chris D'Aluisio Pro Twins GP1: Jamie James
June 15-17	New Hampshire Int'l Speedway Loudon, New Hampshire	Superbike: Doug Chandler 250 GP: Doug Brauneck Pro Twins GP1: Jamie James
June 29-July 1	Road America Elkhart Lake, Wisconsin	Superbike: Doug Chandler 250 GP: Chris D' Aluisio Pro Twins GP1: Jamie James
July 21-22	City of Miami Miami, Florida	Superbike: Doug Chandler 250 GP: Al Salaverria Pro Twins GP1: Jamie James
August 3-5	Mid-Ohio Sports Car Course Lexington, Ohio	Superbike: Doug Chandler 250 GP: Al Salaverria Pro Twins GP1: Jamie James
September 7-9	Heartland Park Topeka Topeka, Kansas	(800) 657-7223 (913) 862-RACE
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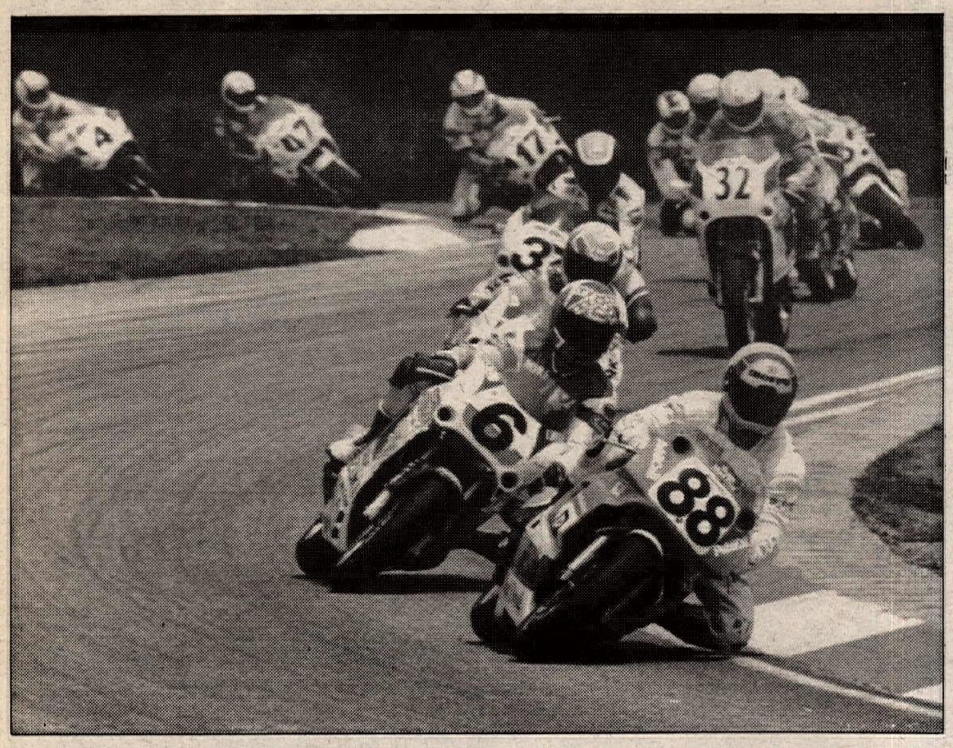
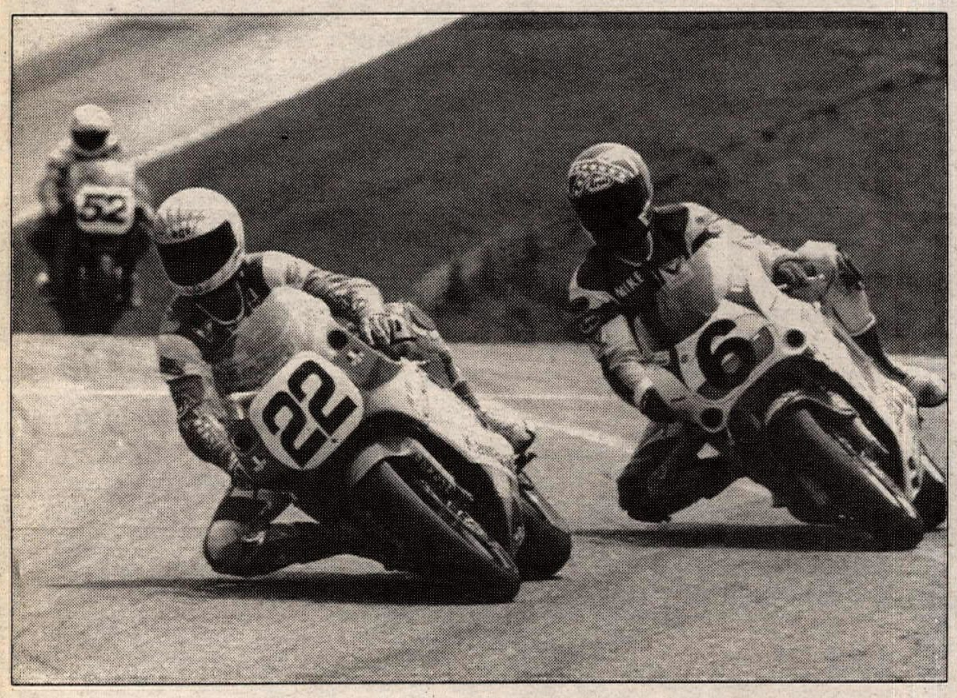
ROAD RACE WERA Pro Series: Round 6



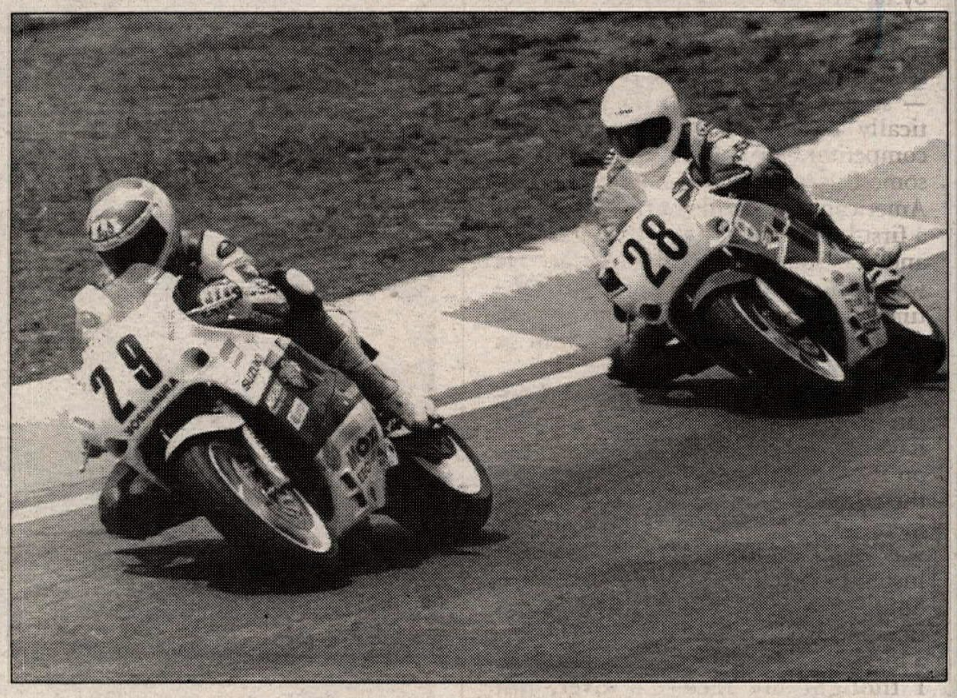
Mike Harth (88) leads Mike Smith (6), Kurt Hall (hidden), Donald Jacks (37) and the rest of the F-USA pack on the opening lap at Road Atlanta.

(From left to right) Smith, Russell and Harth celebrate their 1-2-3 finishes. Road Atlanta marked Russell's first win in the F-USA Series.

Scott Russell (22) and Smith (6) battled for most of the F-USA final, but Russell ended up taking home the victory; Smith's second place extended his points lead.



California's Tommy Lynch (29) held off Britt Turkington (28) to win B Superstock during sprint race action at Road Atlanta; Kevin Rentzell finished third.



Russell destroys Road Atlanta

By Larry Lawrence

BRASELTON, GA, AUG. 12

Scott Russell came to Road Atlanta with one thing on his mind: Destroying the competition. Russell had his last Formula USA race fresh in his memory when he took to the hilly 2.52-mile Road Atlanta circuit. It was at round two of the F-USA Series in Seattle, Washington, where Russell rode masterfully in the rain to win by over 30 seconds, only to have victory taken away from him for passing under a caution flag. After that race, Kawasaki Team Manager Rob Muzzy was disgusted, saying that he wouldn't return to race another F-USA event. Russell knew he could win again, especially at his home track, so he convinced Muzzy to let him borrow a ZX7 Superbike and John Ashmead's tuner Gary Medley to do the Road Atlanta race. The bike made it to Road Atlanta from the recent AMA National at Mid-Ohio courtesy of Dunlop's Phil Flack and Russell was ready to go.

There is no question that Russell is one of the premiere riders in this country, but running a 750cc Superbike against the fire-breathing 1000 and 1100cc Yamahas and Suzukis seemed to be a task even Russell might have trouble with. By the end of the weekend, however, the tuners of these big monsterbikes left Road Atlanta scratching their heads, trying to figure out what kind of magic Muzzy is breathing into his green machines. Russell's ZX7 was more than up to the challenge of the bigger bikes. After the race, Smith said that Russell was able to run dead-even with him down Road Atlanta's famous long back straightaway.

Russell began the weekend by running near-record lap times in Friday's practice session. The Jonesboro, Georgia rider then went on to win the second five-lap heat race by over eight seconds. To cap off a successful visit to Braselton, Russell won the F-USA final over fellow Georgians Mike Smith and Mike Harth. For Russell, it was sweet revenge for his rulebook loss at Seattle: "I enjoy racing in this series; I hope I can convince Rob (Muzzy) to let me race a couple more of these this year," said a happy Russell in the winner's circle.

Coming into Road Atlanta, series points leader Mike Smith was still looking for his first win. The Canton, Georgia rider was really looking for a victory at his home track. It was at Road Atlanta that Smith first burst on to the National road racing scene after beating Doug Polen in a 600cc Supersport race in 1988. Smith figured his Keith Perry-tuned Valvoline Suzuki GSXR1100 would be the perfect mount to conquer the horsepower-hungry course.

At the opposite end of the spectrum, Rich Oliver figured to have problems keeping up with the superbikes on his Team Marlboro Roberts Yamaha TZ250. The problem for Oliver and teammate Robbie Petersen wasn't so much the top speed demands of the track, but the fact that much of the acceleration at Road Atlanta is done going uphill. The team went back to their nitrous oxide injection system, but found that under the heavy demands placed on the system here, the nitrous would run out after only four laps. The crew decided to abandon the nitrous system to keep the heavy storage bottles from affecting the handling of the bikes during the 20 lap final.

Smith easily won the first heat race by five seconds over teammate Kurt Hall. Two-time F-USA winner Scott Gray returned from injuries only to crash in the heat while running third. Gray survived the crash unscathed, but the Yoshimura Suzuki could not be repaired in time for the final.

Russell dominated the second heat, winning over Mike Harth by eight seconds. Jeff Hagan had a fine race and finished third in the heat. Harth was to have ridden a Yamaha FZR1000-powered Bimota for the event, but the Team Mad Dog crew didn't have time to get the bike prepared.

Russell's heat was a second faster than Smith's so he would sit on the pole.

Harth took the early lead at the start of the final. A tightly bunched group was right on Harth's tail, and that group included Smith, Hall, Donald Jacks, Dale Quarterley and Kevin Rentzell. Russell had gotten off to a bad start, but was quickly working his way through the field.

A five-bike freight train crossed the finish line on lap one with the running order reading: Harth, Smith, Hall, Jacks and Russell. Rentzell pulled out of the race when his Suzuki wouldn't turn due to a broken steering damper.

Harth led most of the second lap, but was overtaken by Smith on the backstraight. Harth's Yamaha had a brand new motor and his team hadn't performed many modifications. He was definitely at a horsepower disadvantage,

but the crafty veteran kept pace by pushing his bike extra hard in the turns.

On lap three, Russell moved up from fourth to first. The 4500 fans on hand were big Russell fans, and they cheered with approval when the bright green Kawasaki came up to turn five (a favorite spectating area) in the lead.

Smith wasn't about to give in so easily and gave chase. The leading duo gradually began to pull away from third-placed Harth. The rest of the field was beginning to spread out as well. Hall was safely in fourth, continuing his comeback after being injured in Seattle, while Jacks was holding off Quarterley for fifth.

Quarterley hoped to put in a top-three ride at Road Atlanta, but his primary Dutchman Suzuki lost a motor in practice. "That bike had all the trick engine and suspension parts. Now he'll just have to take what he can get on the back-up bike," said Dutchman Racing Team Captain Dave Schlosser.

Rich Oliver was putting in perhaps the most aggressive ride of his career. After being blown away by the torque-laden superbikes heading up the hill out of turn one, Oliver began his assault. After crossing the line in 20th place at the end of lap one, Oliver scratched and clawed his way up to 11th by lap five, then ninth by the halfway point. Oliver's frustration at working so hard only to be passed on the uphill sections showed in some of his passes — several times, Oliver uncharacteristically forced his way past another competitor, even if it meant leaving some fluorescent orange paint behind. American Eagle rider Fritz Kling got a first-hand look at Oliver's aggression and was somewhat puzzled by it: "He was stuffing people left and right. One time, he nearly lost it — both feet off the pegs. I always thought of him as a smooth and controlled rider..."

Up front, the Russell/Smith confrontation continued. Smith's Suzuki might have had a slight acceleration advantage on Russell's Kawasaki, but Russell had the advantage in the handling department. With four laps to go, the win was still up for grabs. However, it instantly became Russell's race when Smith nearly crashed his big Suzuki under the Nissan Bridge. "I got in there a little too hot and tucked the front end. I thought my race was over, but somehow the tire caught traction and I didn't crash. I tip-toed through the next couple of turns to see what the tire was going to do. By the time I got a little confidence back, Russell was gone," Smith said. CN

Results

F-USA: 1. Scott Russell (Kaw); 2. Mike Smith (Suz); 3. Mike Harth (Yam); 4. Kurt Hall (Suz); 5. Donald Jacks (Suz); 6. Dale Quarterley (Suz); 7. Rich Oliver (Yam); 8. Fritz Kling (Suz); 9. Jeff Hagan (Suz); 10. Andy Fenwick (Yam); 11. Steve Rodden (Yam); 12. Tommy Lynch (Suz); 13. Jim Sabin (Suz); 14. Brad Sawyer (Yam); 15. Ray Yoder (Suz).
Time: 29 min., 16 sec.
Distance: 20 laps, 50.4 miles
Average Speed: 103.328 mph
Margin of Victory: 3.42 seconds

WERA F-USA SERIES POINT STANDINGS: 1. Mike Smith (90); 2. Rich Oliver (81); 3. Mike Harth (59); 4. Scott Gray (50); 5. Kurt Hall (39); 6. Scott Russell (31); 7. (TIE) Rick Kirk/Brian Bernard (30); 9. Robbie Petersen (29); 10. (TIE) Tatsuro Arata/Jeff Hagan (28); 12. Fritz Kling (25); 13. Dale Quarterley (22); 14. Britt Turkington (18); 15. (TIE) Chuck Graves/David Sadowski (17).

A S/BK: 1. Stevie Patterson (Suz); 2. James Lau (Suz); 3. Richard Lallier (Suz).
B S/BK: 1. Mike Reed (Suz); 2. Tommy Sloan (Yam); 3. James Knipp (Hon); 4. Roger Minor (Suz).
C S/BK: 1. David Deveau (Yam); 2. Kevin Rentzell (Yam); 3. John Choate (Yam); 4. Billy Eisenacher (Yam); 5. Buzzy Clevenger (Yam).
A S/STK: 1. Kevin Rentzell (Suz); 2. Bruce Baldus (Suz); 3. Ray Yoder (Suz); 4. Stevie Patterson (Suz); 5. Doug Kidd (Suz).
B S/STK: 1. Tommy Lynch (Suz); 2. Britt Turkington (Suz); 3. Kevin Rentzell (Suz); 4. Michael Martin (Suz); 5. Kurt Hall (Suz).
C S/STK: 1. Kevin Rentzell (Yam); 2. Steve Rodden (Yam); 3. Britt Turkington (Suz); 4. John Choate (Yam); 5. David Deveau (Suz).
A PROD: 1. Glenn Cooper (Suz)!
B PROD: 1. Tray Batey (Suz); 2. Joe Prussiano (Yam); 3. Glenn Cooper (Suz); 4. Robert Bates (Hon).
C PROD: 1. Robert Bates (Hon).

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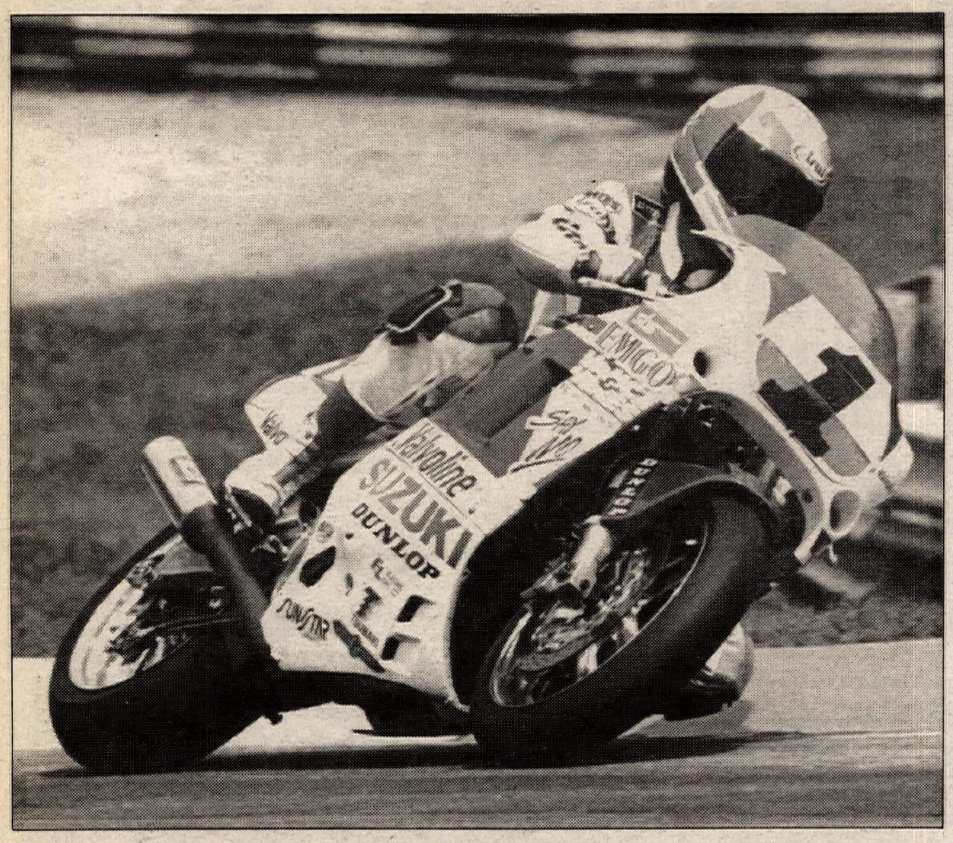
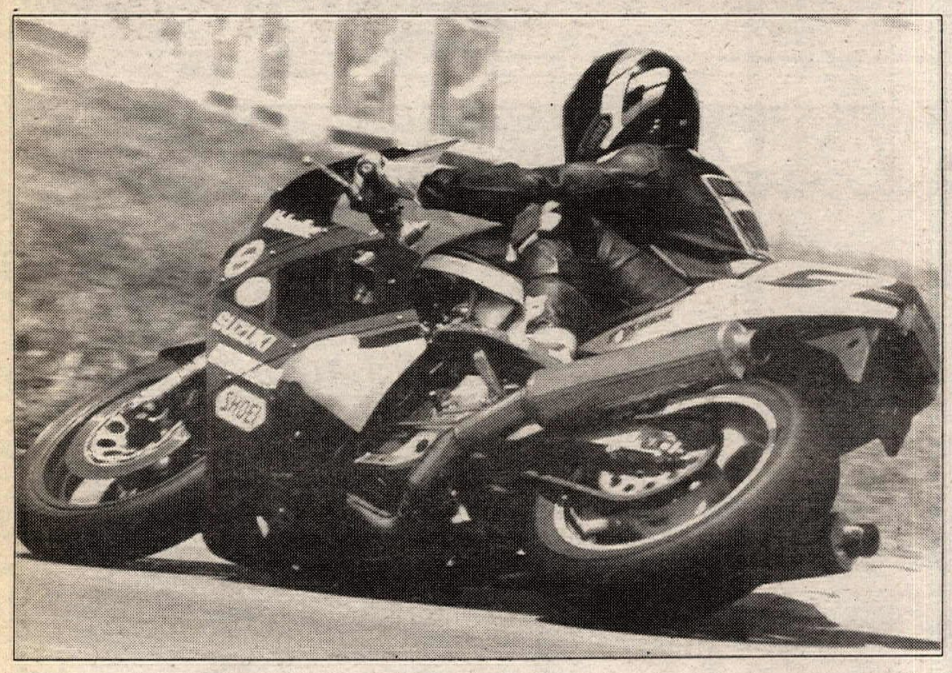
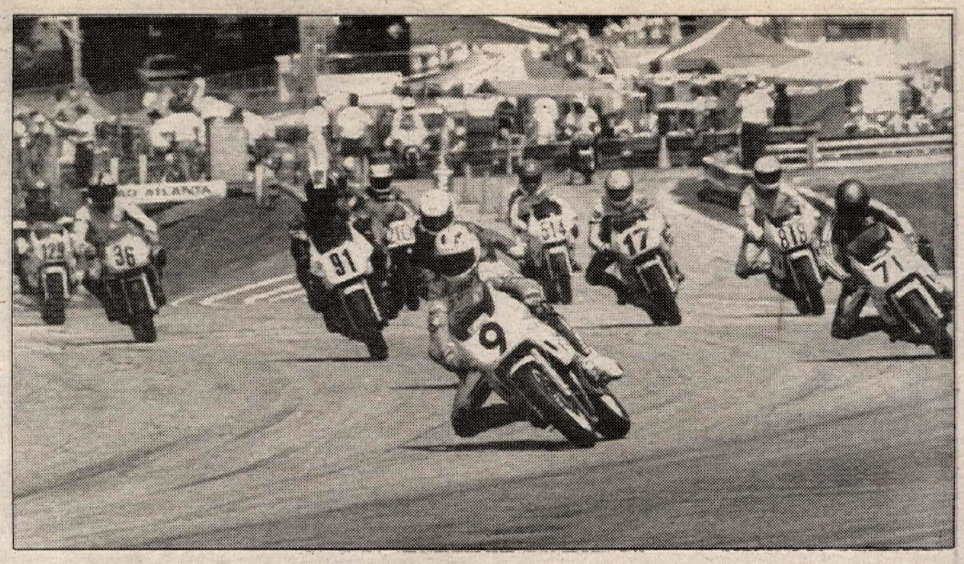
ROAD RACE WERA Kerker/SBS National Endurance Series: Round 10



Team Suzuki took its ninth win of the season during the WERA six-hour at Road Atlanta; Mike Smith, Nick Ienatsch and Kurt Hall rode to a two-lap victory.

The Human Race Team's Andy Fenwick and Steve Rodden finished second behind Team Suzuki; the race only ran four and a half hours due to three red flags.





Raw Racing (9) leads Deals Gap Racing (71), Team Dreaded (91) and the rest of the second wave; Raw finished seventh overall and first in Lightweight.

Team Suzuki nails down ninth win at Road Atlanta

By Larry Lawrence

BRASELTON, GA, AUG. 11

Team Suzuki Endurance rolled to win number nine in the six-hour WERA National endurance race at picturesque Road Atlanta. Team Suzuki regulars Mike Smith and Kurt Hall were joined by Motorcyclist magazine Feature Editor Nick Ienatsch on the Valvoline/Arai/ SBS/EMGO/ Dunlop/Tsubaki/Sunstar/F&L/ Vance & Hines/Bates/Fox/Performance Machine-sponsored, Keith Perry-tuned Suzuki GSXR1100. The trio of riders led the team to a two-lap victory over The Human Race Team with riders Andy Fenwick and Steve Rodden. Team Suzuki averaged 66.780 mph in the six-hour race, which actually only ran four and a half hours due to three red flag delays.

Hall 'N Still Racing continued to make their climb towards parity with Team Suzuki and the Humans. Mike Martin, Jim Still and Bruce Baldus rode the Hall 'N Still Suzuki to third overall, and first in the Heavyweight Production class. It was the fourth time in a row that the Cincinnati, Ohio-based team has finished first in class.

The race started with Team Suzuki's Smith leaving the 56-bike field behind. Rodden wasn't keeping pace with Smith, but he still had the Megacycle/ Metzeler/Bieffe/EBC/Sunoco/ Yamaha/RD Spring/RK Chain-backed HRT Yamaha ahead of the rest. Fast-riding Texan Martin had the Hall 'N Still Suzuki in third. Dutchman Racing was on hand and rider Dale Quarterley had the team's Suzuki in fourth in the early going. According to Dutchman captain Dave Schlosser, the team only entered the race so that they can ride in the Grand National Finals, and they later pulled out of the race. American Eagle Racing also dropped out early, using the endurance as an extended F-USA practice for Fritz Kling.

On the third lap, Brian Bernard crashed the Barely Human Yamaha on the downhill section leading to the final turn. The bike was in a blind spot, keeping cornerworkers away, so the race was red-flagged. On the first lap of the restart another bike crashed, dumping a large amount of oil. Rodden hit the oil and dumped the HRT Yamaha, and another red flag stopped the race. Fortunately, Rodden and the bike survived the crash pretty much intact, and were able to make the second restart. Jay Denham had also crashed the Team Gateway Suzuki in an unrelated accident on that lap.

When the race got underway for the third time. Again it was Team Suzuki leading the way.

By the end of the second hour, Suzuki led HRT by two laps. Hall 'N Still was in third, only six seconds behind the Humans.

At the three-hour mark, Suzuki's lead was still two laps over the Humans. Hall 'N Still had lost ground to HRT, but still ran a solid third, two laps down to HRT. Royale Racing had their Suzuki up to fourth overall, while CLASS Racing rounded out the top five. CLASS Racing normally run a GSXR1100 but today had to run a GSXR750. Despite having a little less horsepower the team was running their best race of the season. According to CLASS' Jason Pridmore, the addition of a new rider helped the team: "We picked up Jeff Hagan for this race. Jeff did mostly 1:34s, which really helped keep us near the front. I hope to have him do more races with us this season."

The third and final red flag happened at the start of the fourth hour. Romp & Stomp Racing tangled with Team Gateway in turn four, and Gateway rider Mike Dye was ambulanced away with a possible broken hip.

Martin took the lead on the final restart aboard the Shoei/Widman Suzuki/Metzeler/RES/Valvoline-backed Hall 'N Still Suzuki, even though his team was actually running in third place. The Human Race Team ran second early before getting by Hall 'N Still after four or five laps. Ienatsch started conservatively during his stint on the leading Valvoline Suzuki, gradually getting up to speed as he continued, but he was pulled in after 45 minutes to prevent HRT from gaining any more ground.

Any chance of HRT catching Suzuki faded in the last hour when the clutch began slipping badly on the team's Yamaha. Andy Fenwick had to nurse the bike home the remainder of the race.

Hall 'N Still continued strong to finish third. The performance of the Hall 'N Still Suzuki raised suspicion among some of the other Heavyweight Production competitors, who thought that perhaps Hall 'N Still's bike was illegal. Besides the Valvoline Suzuki, the Dutchman Suzuki and the HRT Yamaha, Hall 'N Still's Suzuki was the only other bike able to do a power wheelie over the crest after turn five.

After the race, TBA Racing's Ward Cook started a drive for his team and other Heavyweight Production teams to sign a protest against Hall 'N Still. Members of CLASS Racing and Action Suzuki joined in on the protest. Apparently, WERA officials assumed the team to be guilty and they were unceremoniously pulled off the winner's podium after the race. That move deprived Hall 'N Still of appearing on television and in the winner's podium photos.

Several hours later, the Hall 'N Still Suzuki was determined to be legal after thorough scrutinizing of the engine. Hall 'N Still was awarded first in the Heavyweight Production class and third overall. "The other guys are just going to have to face up to the fact that our riders are just faster," said Hall 'N Still's Martin.

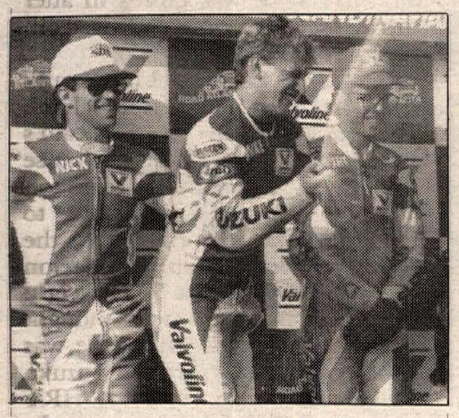
During the final hour, Royale Racing crashed out while running fourth. That moved CLASS Racing up from fifth. RKN Racing broke a transmission, dropping them from the Medium-weight Superbike race.

Team Machine members Dan Mileira and Bob Wrublevski rode a Randolph Machine Co./Sky Cycle/ Connecticut Cycle /Vanson/Valvoline/Shoei// Lockhart/Tsubaki/PFR Racing Yamaha FZR600 to the Mediumweight Superbike win. Team Machine narrowly avoided the crash that caused the second red flag, then held off Sam Speed Racing to win the class and finish sixth overall. Sam Speed Racing might have given Team Machine a run for their money, but the team's Yamaha lost its front brakes in the final hour.

Raw Racing finally took a first in the Lightweight class. It was the first win of the season for the defending class champions. Kirk Reuille and Kevin Rentzell handled the riding on the Kerker/Tsubaki/Redline Oil/Arai/ PBI/Factory Products/E&H Racing/ Ehlerding Cycles-sponsored Yamaha

Team Machine (7) won the Middleweight Superbike class.

Team Suzuki celebrates its victory in Road Atlanta's winner's circle.



FZR400. It was Rentzell's first ride for the team since the second round of the series at Talladega, Alabama.

Honda of Niles/Force Racing won yet another Mediumweight Production race. The Ohio-based team has won eight of the nine races they've entered this season. Ron Crum, Tom Bickerstaff and Rick Pagniano took the 7-Up/Yamaha of Warren/Bieffe/RK/Dunlop/EBC/Sprocket Specialist/Phil Flack/Motul/Lockhart/Progressive Suspension-backed Honda CBR600 to victory, despite losing third gear in the final hour.

The Human Race Team still has a mathematical chance of catching Team Suzuki Endurance, but the chances are very slim. "It would take a number of unlikely circumstances for the Humans to catch us now," said Team Suzuki Captain and founder John Ulrich. CN

Results

O/A: 1. Team Suzuki Endurance (Suz); 2. The Human Race Team (Yam); 3. Hall 'N Still Racing (Suz); 4. CLASS Racing (Suz); 5. Action Suzuki Racing (Suz); 6. Team Machine (Yam); 7. Raw Racing (Yam); 8. No Turtles Racing (Yam); 9. Sam Speed Racing (Yam); 10. Team Dreaded (Yam); 11. Honda of Niles/Force Racing (Hon); 12. B & B Racing (Yam); 13. Motion Systems Racing (Hon); 14. Deals Gap Racing (Yam); 15. Cycle Speed Racing (Yam); 16. DAK Racing (Suz); 17. Swine Dudes (Suz); 18. Team Lips (Yam); 19. Champion Honda (Suz); 20. Team Spike (Hon).

H/W S/BK: 1. Team Suzuki Endurance (Suz); 2. The Human Race Team (Yam); 3. DAK Racing (Suz); 4. Champion Honda (Suz); 5. Dyna Tech (Suz).

H/W PROD: 1. Hall 'N Still Racing (Suz); 2. CLASS Racing (Suz); 3. Action Suzuki Racing (Suz); 4. TBA Racing (Suz); 5. Team Work (Suz).

M/W S/BK: 1. Team Machine (Yam); 2. Sam Speed Racing (Yam); 3. B & B Racing (Yam); 4. Team Lips (Yam); 5. Team Spike (Hon).

M/W PROD: 1. Honda of Niles/Force Racing (Hon); 2. Motion Systems Racing (Hon); 3. Swine Dudes (Suz); 4. That's Right Racing (Yam); 5. Bates Racing (Hon).

L/W: 1. Raw Racing (Yam); 2. No Turtles Racing (Yam); 3. Team Dreaded (Yam); 4. Deals Gap Racing (Yam); 5. Cycle Speed Racing (Yam).

WERA ENDURANCE SERIES POINT STANDINGS: 1. Team Suzuki Endurance (979.73); 2. The Human Race Team (881.84); 3. Royale Racing (655.28); 4. TBA Racing (648.58); 5. CLASS Racing (627.96); 6. Hall 'N Still Racing (605.39); 7. Action Suzuki Racing (569.52); 8. RKN Racing (497.58); 9. Honda of Niles/Force Racing (473.88); 8. 10. Team Machine (455.60); 11. Deals Gap Racing (454.65); 12. American Spirit (448.30); 13. Voight Bros. (438.21); 14. Raw Racing (428.10); 15. Sam Speed Racing (409.73).

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2nd...SHAWN MORGA/Yamaha
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2nd...JEREMY MC GRATH/Team Green
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1st...RICKEY CARMIACHAEL/Team Green
• 85cc Mod 9-13
2nd...KEVIN WINDHAM/Team Green
3rd...ROBBIE SKAGGS/Team Green
• 85cc Stk 12-13
1st...KEVIN WINDHAM/Team Green
3rd...ROBBIE SKAGGS/Team Green
• 85cc Mod 14-15
1st...ERZA LUSK/Team Green
• 125cc Mod 12-15
2nd...JASON MC CORMICK/Honda
• Women
1st...MERCEDES GONZALEZ/Team Green
4th...TAMI RICE/Suzuki
• Sr. Plus 30
2nd...BART LUCAS/Kawasaki
3rd...ROBERT NEELEY/Team Green
• Open A
1st...GENE NAUMEC/Team Green
• 250 B Mod
1st...DAN ULVEN/Team Green
• 250 A Mod
1st...RYAN HUGHES/Team Green
3rd...JEREMY MC GRATH/Team Green
• 250 B Stk
2nd...DAN ULVEN/Team Green
• 250 A Stk
2nd...ERIC MC LEAR/Yamaha
3rd...TOMMY CLOWERS/Team Green
4th...HANK MOREE/Team Green
• 125 B Mod
1st...HAYDEN RICHARDS/Team Green
3rd...BILLY FELTS/Team Green
• 125 A Mod
1st...RYAN HUGHES/Team Green
2nd...MIKE BROWN/Team Green
5th... JEREMY MC GRATH/Team Green
• 125 B Stk
1st...HAYDEN RICHARDS/Team Green
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DIRT TRACK AMA 600cc National Championship Dirt Track Series: Round 3

Chris Carr (1) leads Davey Durelle (58) and Mike Hale (12N) at the start of the 600cc Half Mile at Rapid City.

Fletcher flies at Rapid City

By Dave Hoenig
Photos by Flat Trak Fotos

RAPID CITY, SD, AUG. 7

"This is the best. Carr just lit up on the restart," said a jubilant Jason Fletcher, explaining how the Warren, Connecticut, junior had just defeated the current king of the 600cc class, Chris Carr.

The National was red-flagged on lap 14 when Al Eadie and Randy Roose fell in turn two. The two-time defending champion, Carr, looked to have the first National held on the Black Hills Speedway half mile locked up, until the restart found a chink in Carr's armour. "The clutch was out. I had to jam it into first to get off the line. I had no feel in the clutch. Unfortunately we had the red flag. That's one of those things that happen," said a philosophical Carr.

Rookie Mike Hale also charged by to chase the Edmonds Racing/Spectro/Bob's Shop/R&I Mfg./Jim Tipping/Bell/Wilcox M.C./Fat City/Mom & Dad-sponsored Fletcher home.

Time Trials

Venturing into a new track had most riders searching their gear charts, while many were looking for Goodyear number eight tires as required by the rules for 600cc Nationals.

Seventy-six juniors and experts timed for the 48 available spots. Carr's 23.40 was the quickest, but Bryan McDowell (coming out of semi-retirement) and Terry Poovey were just a tick back at 23.49. Al Eadie, Aaron Hill, Larry Pegram, Mike Hale, Davey Durelle, Scott Stump and Jeff Dietz rounded out the top 10.

Heats

Davey Durelle jumped into the lead of heat one. Carr was close behind and pushed his Harley-Davidson, Inc./Arai/Tsubaki/Hap Jones/White Bros./Yoko/Alpinestar-sponsored Harley into the lead at the halfway point.

Scott Stump held down third until a three rider pack of Rick Hocking, Jason Fletcher and Kris Kiser caught him.

Hocking moved into third quickly, but it took Fletcher and Kiser four laps to move by. Carr easily pulled away for the win as the top three riders rode alone.

The second heat belonged to Mike Hale on his Bob Hale/Karl Klement/Bieffe/Tsubaki/Red Line Oil/Super Fuels/Sam Line/Motion Pro/Hot Jammin/K&N-sponsored Wood-Rotax.

Randy Roose and Cory Perreault dueled over second. Roose eventually pulled clear. Brian Tillson passed Speedy Kell on the last lap, but both were headed to the semis.

The third heat was a three-way battle between Tim Mertens, Terry Poovey and Rich King. At the halfway point it was Poovey, King and Mertens. On lap seven King put his Sew What/Wessely Engines/Shoei/Northland Oil/Weber's Cycle/Dad-sponsored Rotax out front for good. Poovey held on for second, while Mertens had to contend with Larry Pegram to gain the last transfer.

The last heat was dominated by the Energy Serv./Shoei/Poovey Bros./European Dynamics-sponsored Al Eadie. The Junior rider easily outdistanced fellow Junior James Hart and Aaron Hill. Hill took over second on lap seven.

Semis

The first semi narrowed down to a two rider battle between New England Juniors Brian Tillson and Fletcher. Tillson held the advantage until the last lap when Fletcher shot around on the outside. Tillson made a desperate attempt to dive under Fletcher going into turn one, but drifted into Fletcher's rear wheel. Tillson was down and his quest to make the National was over. Kris Kiser and Steve Beattie moved up to second and third and were headed for the LCQ.

The second semi fell to another Junior rider as Clint Vahsholtz held his Data Tel/Vahsholtz Auto and the gang/Mom & Dad/Tsubaki/Shoei/Roger Warden/George Vahsholtz-sponsored Wood-Rotax in front of Dave Hebb.

Hebb challenged early but had to hold off a late race challenge from Larry Pegram.

Last Chance Qualifier

Kris Kiser led the pack around on lap one with Craig Estelle, Dave Hebb and Mickey Fay right behind. Hebb took over second on lap two but the Hart Racing/Arai/Tsubaki/Scott USA/AXO/Honda Maui sponsored Kiser was pulling away. Larry Pegram quickly knifed through the field after a slow start. Pegram took over second on lap six and latched onto Kiser, but could not work his way around in the remaining four laps.

600cc National

The National started as expected with Carr establishing himself in front over Hale, Durelle, King, Hart, Mertens, Kiser, Roose, Hill and a distant Fletcher.

Fletcher started experimenting with a higher line than anyone else was using and by the fifth lap he was in fifth locked in battle with Durelle and King. Lap seven saw Fletcher around Hale and into second.

Fletcher was slowly closing in on Carr leaving Hale alone in third at the halfway mark. King, Durelle, Mertens, Hill, Hart, Roose, Poovey, Perreault, Hocking, Eadie, Kiser and Vahsholtz filled the field.

Although the top three positions seemed settled there was constant passing back in the pack. On lap 14 Eadie and Roose bailed in turn two, stopping the race.

On the restart Hale shot to the inside of Carr and Fletcher and led lap 15. Fletcher had control on lap 16. "I went on the inside on the restart so I wouldn't be bumped off, then I went back up top. Everybody was using the bottom line and I just went up. I could ride a lot harder into the turns," said Fletcher.

Carr was mired in third with the laps running out. "Fletcher got the thing working good and he deserved the win," said Carr.

Rick King held down fourth while Terry Poovey picked up four positions on the restart for fifth.

The biggest loser other than Carr on the restart was Durelle, as he dropped to 11th from fifth.

Junior

Jaime Aguilar led the 12 fastest non-qualifying Juniors around the first two laps. Unfortunately Steve Rasmussen, who was running second, slid down exiting turn four. David Lloyd crashed into Rasmussen's fallen bike and both riders cartwheeled down the front straight. Both machines and riders were removed from the track as racing continued. Rasmussen was okay, but Lloyd went to the hospital with a compound fracture in his arm, broken fingers and a broken wrist.

Steve Beattie moved into first on his Deeley H-D/Shoei/Silkolene/I.M. Leathers/Champion/Footage Tools/Ron Gibb's Paint/Brian Olsen Racing/Mom & Dad-sponsored Harley. Aguilar was then challenged by Bart Schmulbach. Aguilar came out on top of a tight race for second. Ricky Anderson led Paul Polhemus home in fourth.

Pro-Am

Eighteen Pro-Am riders signed up for a last minute Pro-Am event. The two qualifying heats were won by Kurt Boehlke and J.P. Simonsen.

Boehlke and Simonsen worked their way around early leader Ken McConnell and waged war over first. Simonsen worked his Budweiser/Anderson Cycle & ATV/Cougar Gulch/Grandma & Grandpa/Gnarly Racing/Oz Racing-sponsored Honda into first on lap six and held on for a narrow victory. Verdeen Langland, David Bachmeier and Dan Argano followed. CN

Results

TIME TRIALS (TOP 20): 1. Chris Carr (23.40); 2. Bryon McDowell (23.47); 3. Terry Poovey (23.49); 4. Al Eadie (23.63); 5. Aaron Hill (23.68); 6. Larry Pegram (23.72); 7. Mike Hale (23.78); 8. Dave Durelle (23.80); 9. Scott Stump (23.82); 10. Jeff Dietz (23.85); 11. Tim Mertens (24.01); 12. Dave Hebb (24.09); 13. Mike Reid (24.10); 14. Rich King (24.14); 15. Randy Roose (24.17); 16. Rick Hocking (24.17); 17. Jason Fletcher (24.19); 18. Speedy Kell (24.19); 19. Rex Fisher (24.20); 20. Marc Gifford (24.20).

PRO-AM HEAT 1: 1. J.P. Simonsen (Hon); 2. Verdeen Langland (W-R); 3. Lonnie Pauley (Hon); 4. Joe Pineda (H-D); 5. Mike Hoh (H-D); 6. Tad Titus; 7. Tony Burnett (Rtx); 8. John McClelland (Hon); 9. Joe Juenemann (Hon).

PRO-AM HEAT 2: 1. Kurt Boehlke (Rtx); 2. Ken McConnell (Rtx); 3. David Bachmeier (H-D); 4. Dan Argano (Rtx); 5. Bruce Scott (H-D); 6. Todd Hunter (H-D); 7. Don Fair (H-D); 8. Tom Sherman (Rtx); 9. Sean Berger (Hon).

PRO-AM MAIN: 1. J.P. Simonsen (Hon); 2. Kurt Boehlke (KTM); 3. Verdeen Langland (W-R); 4. David Bachmeier (H-D); 5. Dan Argano (Rtx); 6. Todd Hunter (H-D); 7. Mike Hoh (H-D); 8. Lonnie Pauley (Hon); 9. Ken McConnell (Rtx); 10. Joe Pineda (H-D); 11. Tad Titus; 12. Bruce Scott (H-D).

JR MAIN: 1. Steve Beattie (H-D); 2. Jaime Aguilar (Rtx); 3. Bart Schmulbach (W-R); 4. Ricky Anderson (H-D); 5. Paul Polhemus (H-D); 6. Dale Jenneman (H-D); 7. Randy Bereman (H-D); 8. Steve Marth (W-R); 9. Roy Hart (Rtx); 10. David Lloyd (H-D); 11. Steve Rasmussen (H-D); 12. Jeff Annen (H-D).

600 NAT'L HEAT 1: 1. Chris Carr (H-D); 2. Dave Durelle (W-R); 3. Rick Hocking (Rtx); 4. Jason Fletcher (Rtx); 5. Kris Kiser (Rtx); 6. Scott Stump (H-D); 7. Dave Camlin (H-D); 8. Mike McDonnell (H-D); 9. Jaime Aguilar; 10. Jim Sumner (H-D); 11. Ricky Anderson (H-D); 12. Corey Brink (Rtx).

600 NAT'L HEAT 2: Mike Hale (W-R); 2. Randy Roose (H-D); 3. Cory Perreault (W-R); 4. Brian Tillson (W-R); 5. Speedy Kell (H-D); 6. Steve Beattie (H-D); 7. Jeff Dietz (H-D); 8. David Lloyd (H-D); 9. Bryan McDowell (W-R); 10. Roy Hart (Rtx); 11. Mike McDonnell (H-D); 12. Dale Jenneman (H-D).

600 NAT'L HEAT 3: 1. Rich King (Rtx); 2. Terry Poovey (H-D); 3. Tim Mertens (H-D); 4. Larry Pegram (W-R): 5. Clint Vahsholtz (W-R); 6. Troy Norris (W-R); 7. Rex Fisher (W-R); 8. Brian Anderson (Rtx); 9. Bart Schmulbach (W-R); 10. Tom Troudt (W-R); 11. Paul Polhemus (W-R); 12. Royal Adderson (Rtx).

600 NAT'L HEAT 4: 1. Al Eadie (H-D); 2. Aaron Hill (H-DD); 3. James Hart (Rtx); 4. Craig Estelle (H-D); 5. Mickey Fay (Rtx); 6. David Hebb (H-D): 7. Mike Reid (Rtx); 8. Marc Gifford (H-D); 9. Bobby McDowell (Yam); 10. Steve Kasten (Rtx); 11. Geoff Clark (H-D); 12. Randy Bereman (H-D).

600 NAT'L SEMI 1: 1. Jason Fletcher (Rtx); 2. Kris Kiser (Rtx); 3. Steve Beatie (H-D); 4. Bryan McDowell (Rtx); 5. David Lloyd (H-D); 6. Scott Stump (H-D); 7. David Camlin (H-D): 8. Dan McDonnell (H-D); 9. Jaime Aguilar (Rtx); 10. Jeff Dietz (H-D); 11. Brian Tillson (W-R); 12. Speedy Kell (H-D).

600 NAT'L SEMI 2: 1. Clint Vahsholtz (W-R); 2. Dave Hebb (H-D); 3. Larry Pegram (W-R); 4. Craig Estelle (H-D): 5. Mickey Fay (Rtx); 6. Troy Norris (W-R); 7. Marc Gifford (H-D): 8. Bobby McDowell (Yam); 9. Mike Reid (Rtx); 10. Bart Schmulbach (W-R); 11. Rex Fisher (W-R); 12. Brian Anderson (Rtx).

LCQ: 1. Kris Kiser (Rtx); 2. Larry Pegram (W-R); 3. Dave Hebb (H-D): 4. Steve Beattie (H-D): 5. Bryan McDowell (Rtx); 6. Mickey Fay (Rtx); 7. David Lloyd (H-D); 8. Scott Stump (H-D); 9. Craig Estelle (H-D); 10. Troy Norris (W-R).

NATIONAL: 1. Jason Fletcher (Rtx); 2. Mike Hale (W-R); 3. Chris Carr (H-D); 4. Rich King (Rtx); 5. Terry Poovey (H-D); 6. Aaron Hill (H-D): 7. Tim Mertens (H-D); 8. Rick Hocking (Rtx); 9. Kris Kiser (Rtx); 10. Cory Perreault (Rtx); 11. Davey Durelle (W-R); 12. Al Eadie (H-D); 13. Randy Roose (H-D); 14. James Hart (Rtx); 15. Clint Vahsholtz (W-R).

Wooten wins at Sacramento Raceway Motocross

By Nuklear Neukam

SACRAMENTO, CA, JULY 27

Shaun Wooten topped the combined Pro class at round eight of the FMF/Suzuki Super Summer MX Series at Sacramento Raceway Park's Friday night CMC stadium MX races.

Wooten took his 250cc Husqvarna to the moto win and the overall win in both Pro motos, while Yamaha YZ125-mounted Steve Nelson followed in for second in moto one with Suzuki RM125-mounted Scott McElroy third.

McElroy took second ahead of Nelson in moto two and claimed second overall with third overall going to Nelson. Kawasaki KX250-mounted Jason Johnson took fourth in both motos for fourth overall.

Results

PRO: 1. Shaun Wooten (Hus); 2. Scott McElroy (Suz); 3. Steve Nelson (Yam).
INT: 1. Eric DuCray (Hon); 2. Tim Phillis (Kaw); 3. John McCapes (Kaw).
VET MSTR: 1. Alan Loredo (Kaw); 2. William Roberts (Yam); 3. Jim Wooten (KTM).
50: 1. Christopher Loredo (Yam); 2. Trevor Hoffman (Yam); 3. Casey Wilson (Yam).
60 0-8: 1. Toby Jorgensen (Kaw); 2. Shawn Wilson (Kaw); 3. Jacob Gregg (Kaw).
60 9-11: 1. Andy Gregg (Kaw); 2. Dylon Crawford (Kaw); 3. Donovan Mitchell (Kaw).
80 BEG D-1: 1. Billy Martin (Suz); 2. John Zinda (Kaw); 3. Eric Williams (Suz).
80 BEG D-2: 1. Chris Turner (Suz); 2. James Burnett (Hon); 3. Robert Hgainni (Suz).
80 JR D-1: 1. Kenny Davis (Suz); 2. Eric Steinbrecker (Suz); 3. Shawn Burrell (Suz).
80 JR D-2: 1. Kennyu Davis (Suz); 2. Shawn Burrell (Suz); 3. Eric Steinbrecker (Suz).
125 BEG D-1: 1. Casey Jones (Hon); 2. Mark Weldy (Kaw); 3. Chris Vendley (Hon).
125 BEG D-2: 1. Casey Jones (Hon); 2. Chris Vendley (Hon); 3. Phil Amato (Kaw).
125 JR: 1. Greg Norman (Hon); 2. Jason Joiner (Kaw); 3. David Adams (Hon).
250 BEG D-1: 1. Stan Roose (Hon); 2. Roi Holster (Hon); 3. Billy Carter (Kaw).
250 BEG D-2: 1. Roi Holster (Hon); 2. Stan Roose (Hon); 3. Glen Brickey (Kaw).
250 JR: 1. Mike Callaghan (Hon); 2. Greg Norman (Hon); 3. Sam Sorocco (Hon).
VET JR: 1. Clyde Lawler (Hus); 2. Ben Crocca (Hon); 3. Paul Connors (Suz).
500 BEG: 1. Keith Jones (Kaw); 2. Matt Stobert (KTM); 3. Jay Riley (Kaw).
ENDR: 1. Robert Austin (Suz); 2. Jerry Tucker (Hon); 3. Michael Davis (Suz).

Matiasevich manhandles Perris MX

By Tony Alessi and Kim Scott

PERRIS, CA, AUG. 4

Factory Kawasaki rider Jeff Matiasevich, his brother Jimmy and cousin John, all showed up to celebrate Goat Breker's birthday and to do some serious racing during the GFI Saturday Night Motocrss at Perris Raceway.

The "Wheelie King" Doug Domokos was on hand for the celebration, and did commentary between motos which built up to a climax at the start of the first Pro moto.

Mike Chamberlain powered his Pro Circuit Yamaha to the front with teammate Duane Benner and Jeff Matiasevich in tow. Benner held off two pass attempts by "Chicken" before he dove underneath to take over second. Chamberlain was cooking up front and held off Matiasevich for three laps before he made his move. Both riders jumped side-by-side over the tabletop jump with Matiasevich jumping way inside and taking Chamberlain's line away in the following turn. Once out front, Matiasevich loosened up and was performing awesome aerials off the doubles and tabletops. Two laps from the finish, Matiasevich almost choked as he got too much traction before the double, which jerked him completely off his bike except for his right foot. He balanced like a ballerina and then gave the crowd a peace sign as if he had done it on purpose.

Matiasevich holeshot the second moto and led every lap. Chamberlain was actually going faster than Matiasevich in the second moto and at one point closed to the back fender and began to pressure Matiasevich. Chamberlain's charge fell short after catching his foot in a deep set of ruts, twisting his ankle enough to retire the moto. Scott Bristol finished second more than a half-track behind Matiasevich.

Team Matiasevich continued their Perris assault with Jimmy Matiasevich winning the 25-29 Beginner class. Jimmy powered to a third in the first moto behind Chris Gallo and Clay Wallison. The second moto belonged to Jimmy Matiasevich as he powered away from the pack to score the moto and overall win.

Steve Drew continued his dominance to the 125cc Intermediate class. Drew won both motos with ease, only Randy Danylo was close in the second moto.

Josh Ryen and K.C. Blackburn continued to bash it out in the 125cc Beginner class. Blackburn won the first moto but Ryen got the last word by leading every lap of the second moto and taking the overall victory.

Results

FIRST TIMERS: 1. Daniel Legg (Yam); 2. Chris Epper (Yam); 3. Brandon Layton (Yam); 4. Robert Picard (Yam).
50 STK D-1: 1. Emitt Kling (Itj); 2. Vance Freeman (Yam); 3. Ross Garing (Yam); 4. Jeff Smith; 5. Jonathan Shimp (Yam).
50 STK D-2: 1. Christopher Tocco (Yam); 2. Johner Fauikner (Yam); 3. Ryan Vanhoot (Yam); 4. Eric Wood (Yam); 5. Seth Jordan (Yam).
50 MOD: 1. Jonathan Shimp (Yam); 2. Christopher Tocco (Yam); 3. Bobby Bonds (Yam); 4. Josh Wisenor (Yam); 5. Johner Faulkner (Yam).
60: 1. Joshua Carter (Kaw); 2. Dustin Ryley (Kaw); 3. Jeremy Walteas (Kaw); 4. Brian Morris (Hon); 5. Cliff Jennings (Kaw).
80 BEG: 1. Craig Betts (Suz); 2. Joshua Amaradio (Hon); 3. David Eychaner (Suz); 4. Tyler Mabry (Hon); 5. Ryan Banford (Hon).
80 NOV: 1. David Hicks (Kaw); 2. Malcolm McCassy (Suz); 3. Craig Arnett (Kaw).
80 INT: 1. Ryan Clark (Yam).
125 BEG D-1: 1. Mike Battista (Suz); 2. Greg Shuplin (Hon); 3. Kris Hawk (Hon); 4. Sten Rasmussen (kaw); 5. David Hicks (Kaw).
125 BEG D-2: 1. Josh Ryen (Hon); 2. K.C. Blackburn (Kaw); 3. Jeff Edwards (Kaw); 4. Todd Lopez (Hon); 5. Chris DeCannett (Hon).
125 NOV: 1. Grant Gaspar (Yam); 2. Sean Rundle (Kaw); 3. Ron Kauble (KTM); 4. Jason Foxe (Hon); 5. Travis Bellah (Hon).
125 INT: 1. Steve Drew (Yam); 2. Freddie Villagra (Yam); 3. Eric Bisbee (Suz); 4. Randy Danylo (Kaw); 5. Todd Davis (Hon).
125 PRO: 1. Jeff Matiasevich (Kaw); 2. Duane Benner; 3. Scott Bristol (Kaw); 4. Craig Davis (Suz); 5. Anthony Amaradio (Suz).
250 BEG D-1: 1. Eric Hanson (Hon); 2. Kevin Jacobs (Yam); 3. Sterylyn Rigsby (Yam); 4. Steve Estey (Hon); 5. C.T. Falk (Yam).
250 BEG D-2: 1. Mike Horton (Yam); 2. Mark Fitzgerald (Suz); 3. Ernie Garcia (Suz); 4. Chris Gallo (Hon); 5. Mark Sandzimier (Suz).
250 NOV: 1. Robert Little (Hon); 2. Jason Foxe (Yam); 3. Mat Bateman (Yam); 4. Tonrod Rodriquez (Yam); 5. Scott Bennett (Hon).
250 INT: 1. Joe Merriam (Suz); 2. Guy Griffin (Suz); 3. Joel Seals (Suz); 4. Bryan Curtis (Kaw); 5. Matt Polosky (Suz).
250 PRO: 1. Kenny Clifton (Kaw).
500 BEG: 1. Kovac (Hon).
500 INT: 1. Jerry Henseley (Kaw); 2. Mike Dougherty (ATK); 3. Dean Teague (Hon).
VET NOV D-1: 1. Matt Nelson (Suz); 2. Chris Grum (Yam); 3. Oscar Jackson (Suz); 4. Tim Williams (Kaw); 5. Chuck Freeman (Kaw).
VET NOV D-2: 1. Kirk Speelman (Kaw); 2. Marshall Mario (Kaw); 3. Handal (Kaw); 4. Mark Stroup (Hon); 5. Greg Pagan (Hon).
VET INT: 1. Larry Mannenga (Hon); 2. Steve Eiseman (Kaw); 3. Lawrence Vanitoof (Yam); 4. Joel Seals (Suz); 5. Dave Graham (Kaw).
VET PRO: 1. John McCaughey (Hon); 2. Ron Lawson (Suz).
25-29 BEG: 1. Jimmy Matiasevich (Kaw); 2. Chris Gallo (Hon); 3. Steve Cook (ATK); 4. C.T. Falk (Yam); 5. Wally Cote (Hon).
25-29 NOV: 1. Robert Little (Hon); 2. Lou Soto (Kaw); 3. Marshall Morian (Kaw); 4. Mark Stroup (Hon); 5. Bryan Roberts (Hon).
25-29 INT: 1. Ken Erb (Suz); 2. Tony Spear; 3. Bill Erb (Hon); 4. Mike Dougherty (ATK); 5. Todd Baldwin (Suz).
VINT: 1. Tony Alessi (Hon); 2. Tim Nash (Mai); 3. Randy Lester (Bul).
OT 40+: 1. Gary Willison (Kaw); W.G. Wilson (Suz); 3. Malcomb McCassey (Yam); 4. George Gmo (Hon); 5. Don Edwards (Kaw).

Goat Breker (left) and Jeff Matiasevich celebrate Breker's birthday at Perris MX.

Faria ends Schwartz' win streak in Penhall Speedway Classic

By Scott Daloisio

SAN BERNARDINO, CA, JULY 25

"Flyin' " Mike Faria recorded a flawless 15-point maximum to win the 6th Annual Bruce Penhall Classic at San Bernardino's Inland Motor Speedway. In doing so, the veteran racer brought an end to Bobby Schwartz' three-year winning streak.

Faria took his win the hard way, having to come from gate four twice in his five rides. The starting disadvantage had no effect on the 33-year-old as he easily defeated Tony Bienert and Billy Gray in event one.

Steve Lucero took the second heat of the night after teenager Chris Manchester went down in turn one forcing Lucero, Alan Christian and Steve Russell to lay it down. Russell damaged knee ligaments in the fall, and may be out for the year. Lucero won the restart with relative ease.

Schwartz began defense of his crown in event four. Starting in the outside slot, the two-time National Champion gated the pack and then held off young Josh Larsen for his first win of the night.

Schwartz, riding an Italian-made GM, had back-to-back rides and he went wire-to-wire to win the next race over Chris Manchester.

Round two ended with a clash between Faria and Lucero. Lucero beat Faria off the line, but by turn three Faria had raced around him to earn his second three-point win of the night.

That win set up a heat 14 clash between Faria and perennial champ Schwartz. Schwartz had the pole and Faria, on the Russell Racing/Tsubaki/Off-Shore/Shoei/Team Scopelitte Weslake, was in gate two. Schwartz had the field covered when they left the line and he ran his familiar IMS pattern, low into turn one and then drifting wide in turn two. Faria tried to come inside Schwartz as they hit turn three, but Schwartz easily beat him into the turn.

On the second lap, Faria changed his strategy. He went wide and planted his rear tire in the cushion. Coming off turn two, he got a big drive, pulling even with Schwartz down the back straight and passing him in turn three. Faria took the checkered firmly in the driver's seat.

Faria was back on the track in event 18 and he made it four wins in a row.

In heat 21, Alan Christian needed to win to sew up third place. Christian went about his job and led until his carburetor fell off 50 feet from the finish line! He ended up tied for sixth overall.

Schwartz' only chance at finishing first was for Faria to have a problem and not win the last race of the night. That didn't happen. Faria led the event wire-to-wire and became the first rider other than Schwartz to win the Penhall Classic since 1986.

Schwartz managed to take second overall with Larsen defeating Lucero and Odom in a three-rider runoff for third.

Results

O/A: 1. Mike Faria (Wes); 2. Bobby Schwartz (GM); 3. Josh Larsen (Jaw); 4. Steve Lucero (GM); 5. Don Odom (GM).
SUPPORT: 1. Jerry Black (Wes); 2. Jeff Castin (Wes); 3. Mark Faul (Wes); 4. Greg Appelman (Wes).
SDCAR: 1. Craig Dempster/Peter Lewis (Kaw); 2. Kenny McIntyre/Mickey Faust (Kaw); 3. Kent Benander/Cary Pollard (Kaw); 4. Randy McIntyre/Robert Fox (Kaw).
JR: 1. Pete Peralta; 2. Heth Hammonds; 3. Danny Wright; 4. Aaron Matteson.

Mike Faria (center), Bruce Penhall (right) and IMS racing director Brian Church were all smiles after Faria won the Penhall Classic Speedway in San Bernardino.

McElroy takes two at Riverfront Motocross

By Nuklear Neukam

MARYSVILLE, CA, AUG. 4

Scott McElroy won all four of his motos in the 125 and 250cc Pro classes at Marysville's Riverfront Park CMC Saturday Night MX races to capture the overall win in both classes.

In the first 250cc Pro moto Suzuki-mounted Clint James roosted into the early lead with Suzuki-mounted McElroy and Honda-mounted Greg Tirheimer hot on his tail. By lap three, McElroy and Tirheimer had put the moves on Jones and left him in third, while Kawasaki-mounted John Stark and Suzuki-mounted Ron Allen pressured in fourth and fifth, respectively. McElroy held off Tireheimer's efforts to pass, and took the win with Tirheimer a close second. Allen worked up to third by the checkered flag as Jones held on for fourth with Stark a close fifth.

Stark pulled one of his patented holeshots in round two, but McElroy took over the lead a lap and a half later. One lap later, Tirheimer snuck by Stark over the Smiley double jumps and gave chase to McElroy. McElroy again held off Tirheimer for the win and the overall, with Tirheimer second, and second overall. Allen worked up from mid-pack to score another third, and third overall, while Stark scored a fourth and the same overall. Fifth overall went to fifth-place Jones.

McElroy holeshot moto one of the 125cc Pro class with Yamaha-mounted Steve Nelson and Tirheimer chasing. McElroy held on for the win while Tirheimer got by Nelson by mid-moto and stayed in for second with Nelson third.

Nelson led the way at the start of moto two, but McElroy soon passed and stayed there for the win and the overall. Tirheimer went down in the early going but remounted and charged up to finish third behind Nelson. Nelson, however, took second overall with Tirheimer third overall.

Results

125 PRO: 1. Scott McElroy (Suz); 2. Steve Nelson (Yam); 3. Greg Tirheimer (Hon).
250 PRO: 1. Scott McElroy (Suz); 2. Greg Tirheimer (Hon); 3. Ron Allen (Suz).
125 INT: 1. Mike Stanton (Kaw); 2. Darren Kitzmiller (Hon); 3. Josh Boykin (Hon).
250 INT: 1. John Volk (Yam); 2. Danny Seyler (Hon); 3. Danny Stymacher (Yam).
60: 1. David Keeney Way (Kaw); 2. Andy Gregg (Kaw); 3. Dave Bingham (Kaw).
80 BEG: 1. Jimmy Pierce (Kaw); 2. David Keeney Way (Kaw); 3. Anthony Aranda (Yam).
80 JR: 1. Brian Cruz (Kaw); 2. Jerry Harvey (Suz); 3. Johnny Cipolina (Suz).
80 INT: 1. Aaron Cantrelle (Kaw); 2. Jake Windham (Kaw).
125 BEG: 1. Howard Mintz (Suz); 2. Jeff Vendley (Hon); 3. Scott Schultz (Hon).
125 JR: 1. Jeff Ingram (Hon); 2. Tyce Jackson (Suz); 3. Lance Bollens (Hon).
250 BEG: 1. Jason Shehab (Kaw); 2. Ron Young (Suz); 3. Billy Carter (Kaw).
250 JR: 1. Mike Callaghan (Hon); 2. Kevin Cordova (Hon); 3. Greg Norman (Hon).
500 INT: 1. Glenn Zetterquist (Hon).
80 BIG WHL: 1. Jerry Hugel (Kaw).
500 JR: 1. Ray Schofield (Hon); 2. Pat O'Shaughnessy (Hon).
500 BEG: 1. Peter Hampel (Hon); 2. Keith Jones (Kaw); 3. Jim Moe (Hon).
UTH INT: 1. Dave Pile (Hon); 2. Phil Rose (Hon).
UTH JR: 1. Shawn Parks (Kaw); 2. Steve Wenger (Kaw); 3. Matthew Longo (Yam).
OT MSTR: 1. Steve Ferroni (Kaw); 2. Richard Schilling (Hon); 3. Bob Jackson (Kaw).
OT INT: 1. Russ Sears (Kaw); 2.Leroy Franchard (KTM).
OT JR: 1. Randy Birkelbaw (Yam); 2. Wally McGrath (Hon); 3. Jeri McClinton (Kaw).
VET PRO: 1. Randy Chapman (Suz); 2. Alex Jorgensen (Suz); 3. Tavin Weinrick (Suz).
VET MSTR: 1. Perry Sherman (KTM); 2. Gary Morris (Hon).
VET INT: 1. Lowell Moural (Hon); 2. Ronald Junkert (Kaw); 3. Frank Sacher (Kaw).
VET JR: 1. Lance Sellers (Suz); 2. Clyde Lawler (Hus); 3. Paul Connors (Suz).

McElroy tops pros, Jones wins bike at Sacramento Motocross

By Nuklear Neukam

SACRAMENTO, CA, AUG. 3

Suzuki-mounted Scott McElroy won both the 125 and 250cc Pro classes at the last round of the FMF/Suzuki Super Summer MX Series, but 125cc Beginner Casey Jones won a brand new motorcycle as he topped both his motos in winning style.

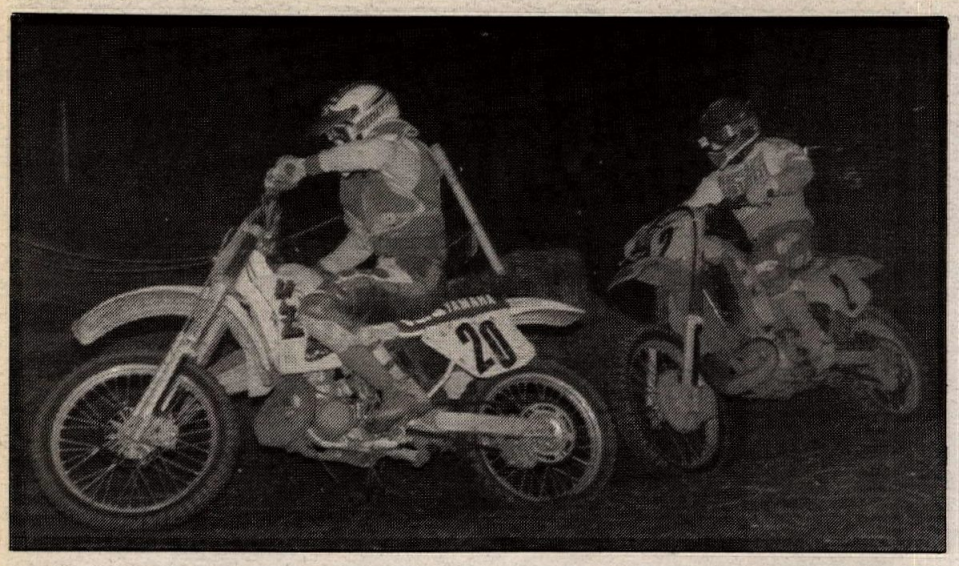
Husqvarna-mounted Shaun Wooten won the first 250cc Pro moto with McElroy second, but a DNF in moto two ended Wooten's night. McElroy won moto two to claim the overall win while Suzuki-mounted Ron Allen followed in at second. A first-moto fifth held Allen to third overall while Kawasaki-mounted John Stark combined a pair of thirds for second overall.

Jones topped both 125cc Beginner motos for the overall and scored more than enough points to win the 1990 Suzuki RM being awarded by the Northern California Pro Level Suzuki Dealers. A 250cc Beginner, Roi Holster, finished second in the nine-race series.

Results

250 PRO: 1. Scott McElroy (Suz); 2. John Stark (Kaw); 3. Ron Allen (Kaw).
125 PRO: 1. Scott McElroy (Suz); 2. Steve Nelson (Yam); 3. Tony McGrath (Hon).

LOCAL EVENTS



Herb Nachtigall (20) and Derrick Personette (2) duke it out for the lead in the Over 25 class at Owyhee Motorcycle Club's Summer Stadiumcross Series in Boise.

INT: 1. Joe Lawill (Yam); 2. Danny Stymacher (Yam); 3. John McCapes (Kaw).
VET JR: 1. Clyde Lawler (Hus); 2. Mark McNutt (Suz); 3. Ben Crocca (Hon).
VET INT: 1. Jerry Barrick (Yam); 2. Ken Schroeder (Hon); 3. Jim Tipton (Hon).
50: 1. Dougie Frakes (Yam); 2. Randy Norman (Yam); 3. Casey Wilson (Yam).
60 0-8: 1. Bryan Schulz (Kaw); 2. Toby Jorgensen (Kaw); 3. Shawn Wilson (Kaw).
60 9-11: Andy Gregg (Kaw); 2. Dylon Crawford (Kaw); 3. Dave Bingham (Kaw).
80 BEG D-1: 1. Chris Turner (Suz); 2. Billy Martin (Suz); 3. Charles Trcy (Hon).
80 BEG D-2: 1. John Zinda (Kaw); 2. Eric Williams (Suz); 3. Tony Castagnetto (Yam).
80 JR D-1: 1. Eric Steinbrecker (Suz); 2. Saul Smoak (Kaw); 3. Johnny Cipollina (Suz).
80 JR D-2: 1. Eric Steinbrecker (Suz); 2. Saul Smoak (Kaw); 3. Cody Crawford (Suz).
125 BEG D-1: 1. Brian Chakedis (Hon); 2. Jay Lindstroth (Hon); 3. Chris Vendley (Hon).
125 BEG D-2: 1. Casey Jones (Hon); 2. Andrew Cabato (Kaw); 3. Jay Linstroth (Hon).
125 JR: 1. Jerry Cowley (Hon); 2. Torey Aylesworth (Kaw); 3. Keith Mayes (Kaw).
250 BEG D-1: 1. Stan Roose (Hon); 2. Ron Young (Suz); 3. Roi Holster (Hon).
250 BEG D-2: 1. Roi Holster (Hon); 2. Stan Roose (Hon); 3. Mike Tackaberry (Hon).
250 JR: 1. Mike Callaghan (Hon); 2. Ken Skutley (Hon); 3. Shawn Parks (Kaw).
500 BEG: 1. Mark McNutt (Suz); 2. Jim Gray (Kaw); 3. Keith Jones (Kaw).
500 JR: 1. Jim Tipton (Hon).
80 INT: 1. John Leddy (Suz).
UTH JR: 1. Shawn Parks (Kaw); 2. Keith Sullivan (Suz).
UTH INT: 1. Dave Pile (Hon); 2. Darrin Graviet (Yam).

McLeod mauls L.A. County GP

By Terry Rezek

PALMDALE, CA, JULY 29
The California Racing Club (CRC) staged a Grand Prix at Los Angeles County Raceway and Brad McLeod topped the 250cc Pros.

McLeod was about fifth into the first turn at the start of the combined Pro/Intermediate class 45-minute race, but he had the lead on his Honda CR250 by the end of the first lap. After that he extended his lead rapidly and won the overall with a half-lap lead. Tony Sulek took second 250cc Pro.

Tim Telford a test rider for Dirt Rider Magazine, was on a 1991 Suzuki RM125, and putting on quite an aerial exhibition for the magazines photographers. In the process, he won the 125cc Pro class, finishing second overall behind McLeod after Troy Welty left the race.

With few wide-open straights, these short-track GPs usually favor the 250s with their combination of power and light weight. However, Walt Kelly put that theory to rest in the Beginner event when he took the lead on lap two and stretched it out to the checkered flag. A 250 piloted by Ernie Reusch, however, did finish second overall and first 250cc Beginner. The first 125cc Beginner was Keith Katz.

In the Novice race, a 500 again stole the show . . . almost. Jerry Ehlers, on a Kawasaki KX500, took the lead at the drop of the flag and looked like a shoe-in for the overall win before a pair of 125s did him in. Ryan Spurgin set a blistering pace from the start, chased by Todd Davis. By the second half of the race, they had blazed right through all the 250s and were closing on the 500s when Spurgin's bike seized and he was out.

Davis kept the momentum going and quickly went past the 500s to home in on Ehlers. Davis and Ehlers dodged all over the track, Davis looking for the holes and Ehlers covering them up. The pressure got to Ehlers and, with only a quarter lap to go, he fluffed through a soft berm. Davis scampered by for the overall win and first 125cc Novice. Ehlers quickly recovered to save his win in the 500cc Novice class.

Results

80 BEG: 1. Brennan Baptiata (Hon); 2. D.J. Sweaney (Yam); 3. Scott Reed (Kaw); 4. Phil Messenger (Kaw); 5. Kenneth Reed (Kaw).
80 NOV: 1. Mike Weed (Kaw); 2. Shawn O'Brien (Suz); 3. Paul Gilmartin (Kaw); 4. Bob Gunter (Hon); 5. Jeremey Blank (Suz).
80 EX: 1. Terry Parsons (Hon).
BIG WHL: 1. Wade Sprowl (Kaw); 2. David Delgado (Kaw).
WMN NOV: 1. Elise Moir (Hon); 2. Valerie Edgar (Kaw).
WMN INT: 1. Candy Hateley (Yam); 2. Shiela Delang (Kaw).
VINT NOV: 1. Mike Hotchkiss (Hon); 2. Verl Craig (Yam); 3. Bill Leonardo (Mai); 4. Brad DeHare (Suz); 5. Vaughn Grant (CZ).
VINT INT: 1. Ed Ho (Hon); 2. Tom Smith; 3. Terry Pratt (CZ); 4. John Lundgren (Bul); 5. Lanny Jay (CZ).
VINT EX: 1. Norm Bigelow (Kaw); 2. Gary Egloff (Hus).
SR BEG: 1. Dennis Patterson (Kaw); 2. Larry Kirsch (Hon); 3. Jan Lehotan (Yam).
SR INT: 1. Tom Spurgin (Hon).
SR EX: 1. Bob Millner.
VET BEG: 1. James Miller (Yam); 2. Jack Roth (Yam); 3. Warren Brown (KTM); 4. Joey Baca (Suz); 5. Dan Bronson (Yam).
VET NOV: 1. Randy Wysocke (Kaw); 2. Gary Songstad (Hon); 3. Jim Diyorio (ATK); 4. Greg Robertson (Yam); 5. Greg Benton (Suz).
VET INT: 1. Randy Myers (Hon); 2. Chris Leiker (Yam); 3. Russell Peilly (Kaw); 4. Michael Rochester (Hon); 5. Lenny Baker (Kaw).
VET EX: 1. Brad McLeod (Hon); 2. Bob Stephenson (Hon); 3. Tom Webb (Yam).
JR VET BEG: 1. Dennis Stumpe (Kaw); 2. Cory Syephens (Yam); 3. Rick Scott (Yam); 4. Dean Kruse (Hon); 5. Brian Kruse (Suz).
JR VET NOV: 1. John Gomez (Hon); 2. Andrew Armour (Hon); 3. Bob Michael (Hon); 4. Karel Kramer (Kaw).
JR VET INT: 1. Tom Webb (Suz); 2. Chuck Gunter (Hon); 3. Greg Butler (Yam).
JR VET EX: 1. Kenji Gauthier (KTM).
125 BEG: 1. Keith Katz (Suz); 2. Brent Greer (Suz); 3. Nick Petralia (Suz); 4. Seth Podell (Kaw); 5. Bobby Dolinar (Yam).
125 NOV: 1. Todd Davis (Hon); 2. Tracy Asher (Suz); 3. Dana Van Stee (Kaw); 4. Jason Reed (Suz); 5. Karl Lindstrom (Hon).
125 INT: 1. Jason Simmons (Kaw); 2. Terry Swanson (Hon).
125 PRO: 1. Tim Telford (Suz).
250 BEG: 1. Ernie Reusch (Kaw); 2. Chuck Kober (Kaw); 3. Robert Saldana (Hon); 4. David Mullen (Suz); 5. Mark Asalos (Yam).
250 NOV: 1. Paul Zelinsky (Kaw); 2. Owen Dickson (Yam); 3. Cory Davis (Kaw); 4. Rod Sprinkle (Hon); 5. Tim McAdams (Kaw).
250 INT: 1. Will Dickson (Yam); 2. Ken Neitzel (Kaw); 3. Vince Baioni (Hon).
250 PRO: 1. Brad McLeod (Hon); 2. Tony Sulek (Yam); 3. Dave Donatoni (Hon); 4. Jorge Negretti (Yam).
500 BEG: 1. Walt Kelly (Hon); 2. Arvon Lunsford (Kaw); 3. Jim Douglas (Kaw).
500 NOV: 1. Jerry Ehlers (Kaw); 2. Franklin Betcher (Hon); 3. Mike Whitcomb (KTM).

Paladino, McElroy duel at Riverfront Motocross

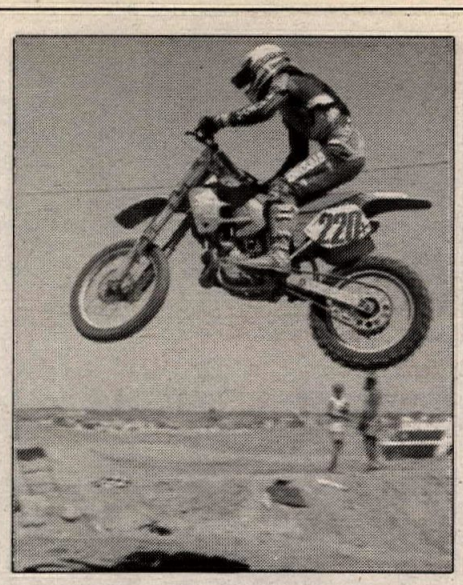
By Nuklear Neukam

MARYSVILLE, CA, JULY 28
Round four of the 1990 CMC/Fairfield Kawasaki Summer Series was highlighted by the two class clash of Danny "Six-Shooter" Paladino and track-rival Scott "Hot Shot" McElroy, as they battled in both the 250 and 125cc Pro classes. Paladino claimed the 125cc victory and McElroy scored the victory in the 250cc battle at Riverfront Park's Saturday night MX races.

Mazzafferro Husky-sponsored Shaun Wooten roosted away in the first 250cc Pro moto in convincing style, as the Euro-mount seems to suit the talented racer quite well. Paladino finished second, as he held off McElroy, who had to work up from midpack for third. Mike Mennig finished fourth, while Kelly Andris rounded out the top five.

Moto two looked like it was going to be another Wooten runaway until the first jump in lap four sent Wooten back to the pits dragging his tail. The bolt in the bottom of the shock linkage snapped on the Husky and Wooten found himself cruising out in front. Suffering his first "DNF" since climbing aboard his Husky over a month ago, Wooten took it in stride and settled into the spectator role to witness the duel for the lead.

Andris was flying along in second when Wooten retired, but McElroy passed at the same moment to take control of the lead. Paladino was now in third and pressuring Andris. Halfway into lap six Paladino moved by Andris to secure second, as McElroy had built up what looked to be a comfortable lead. A lap later, however, Paladino was on McElroy's case. On the white flag lap



Brad McLeod won the 250cc Pro class at L.A. County Grand Prix.

McElroy, who hadn't raced his 250 in over a month, looked like he was going to resist Paladino's efforts. But on the hairpin before the checkered flag, Paladino dove inside and muscled McElroy out to the fence and wheelied to the finish line for the win and the overall. McElroy had to settle for second overall, while Andris followed in for third and third overall.

The going was just as tough for McElroy in the 125cc Pro class, but the outcome was much more to his liking.

McElroy topped Jimmy Clay in the first moto, as McElroy took the early lead and never relinquished it through the moto. Paladino worked his way up to third at the finish, Pat Gomm took fourth followed by Jason Johnson.

Clay pulled the holeshot in round two with McElroy and Paladino in hot pursuit. It took McElroy until the second half of the moto to find a way around Clay and then he couldn't shake him loose. But at the finish McElroy arrived first for the win and the overall, while Clay held off Paladino for another second and second overall. Paladino was again third for the same overall.

Results

250 PRO: 1. Danny Paladino (Kaw); 2. Scott McElroy (Suz); 3. Kelly Andris (Hon).
250 INT: 1. Eric DuCray (Hon); 2. Tim Phillis (Kaw); 3. John McCapes (Kaw).
125 PRO: 1. Scott McElroy (Su); 2. Jimmy Clay (Yam); 3. Danny Paladino (Suz).
125 INT: 1. Tyler Hummel (Suz); 2. Darren Kitzmiller (Hon); 3. Michael Stanton (Kaw).
VET PRO: 1. Tom Odekirk (Suz); 2. Mike Harper (Hon); 3. John Volk (Yam).
VET MSTR: 1. Andy Warnock (Hon); 2. Perry Sherman (KTM); 3. Pete Hazel (Hon).
VET INT: 1. Dan Scharf (Kaw); 2. Lowell Moural (Hon); 3. Ron Junkert (Kaw).
VET JR: 1. Lance Sellers (Suz); 2. Gary Arnold (Hon); 3. Mitchel Sylva (Hon).
OT MSTR: 1. Steve Ferroni (Kaw); 2. Richard Schilling (Hon).
OT JR: 1. Wally McGrath (Hon); 2. Glyn Long (Kaw); 3. Gary Arnold (Yam).
UTH INT: 1. David Pile (Hon); 2. Tim Phillis (Kaw); 3. Phil Rose (Hon).
UTH JR: 1. Shawn Parks (Kaw); 2. Skid Rowe (Suz); 3. Josh Chandler (Hon).
80 BEG: 1. Greg Ohlsen (Kaw); 2. Matt Berquist (Suz); 3. Trenton Coleman (Kaw).
80 BW: 1. Jerry Hugel (Kaw); 2. Jason Garcia (Kaw); 3. Joe Goodrich (Kaw).
80 JR: 1. Johnny Cipollina (Suz); 2. Eric Steinbrecker (Suz); 3. Jerry Harvey (Suz).
80 INT: 1. Aaron Cantrelle (Kaw).
60: 1. Andy Gregg (Kaw); 2. David Bingham (Kaw); 3. Mike Patterson (Kaw).
125 BEG: 1. Glen Murata (Yam); 2. John Hatfield (Kaw); 3. Rick Blake (Yam).
125 JR: 1. Jeff Ingram (Hon); 2. Lance Bollens (Hon); 3. Ron Gilligan (Hon).
250 BEG: 1. Josh Chandler (Hon); 2. John Stead (Hon); 3. Billy Carter (Kaw).
250 JR: 1. Michael Callaghan (Hon); 2. Mikw Hodges (Suz); 3. Sean Rose (Suz).
500 BEG: 1. Peter Hampel (Hon); 2. Keith Jones (Kaw); 3. Dane Evans (Hon).
500 JR: 1. Ray Schofield (Hon); 2. Pat O'Shaughnessy (Hon).

Jackson slams Boise Stadiumcross

By Mike Thuleen

BOISE, ID, AUG. 4
Larry Jackson commanded the combined Expert class motos en route to winning the 250cc Expert class at the Owyhee Motorcycle Club's Summer Stadiumcross Series.

Larry Jackson blazed into the first moto lead with Hickman, Tommy Ady, A.J. Belcher, Bruce Harris, and Jamie Steelsmith giving chase behind him. Hickman bounded by Jackson for a lap, but Jackson retook the lead and pulled away for the win. The first Vet Expert, Hickman, finished with Belcher right on his tail, followed by the battling duo of Tommy Ady and Herb Nachtigall. Harris fell down midway and DNF.

In a dusty second moto, Jackson gated poorly as Belcher raged in front with Hickman pushing hard in his wake. By the end of several laps, Jackson shot by Belcher in the whoops to take the lead and the eventual moto win. Jackson stretched out a solid lead over Belcher, Hickman, Ady and Steelsmith, who picked up the 125cc Expert class win over Paul Forbord.

Aaron Campbell pulled a double-moto sweep of the large 125cc Intermediate class. Campbell lead each moto from start to finish while Robb Floth finished 2-3 for second. Dave Booth held off John Sabo to collect the 250cc Intermediate class victory, while Bruce Harris hammered out third ahead of Rob Johnson.

Derrick Personette rocked the Over 25 class in a wild battle with Herb Nachtigall. The two riders diced in both motos with Personette coming out on top. The Vet Intermediate class belonged to Rick Davey, while Loren Henry performed a four-moto sweep of the Open B and 250cc B classes.

Results

OPEN EX: 1. Jamie Steelsmith (Kaw).
250 EX: 1. Larry Jackson (Kaw); 2. A.J. Belcher (Hon); 3. Tommy Ady (Kaw).
125 EX: 1. Jamie Steelsmith (Hon); 2. Paul Forbord (Hon); 3. Phil Forbord (Hon).
VET EX: 1. Warren Hickman (Yam); 2. Herb Nachtigall (Yam); 3. Bruce Garman (Yam).
VET INT: 1. Rick Davey (Hon); 2. Tom Harris (Hon); 3. Joe Cook (Yam).
OVER 25: 1. Derrick Personette (Suz); 2. Herb Nachtigall (Yam); 3. John Palleria (Kaw).
250 INT: 1. Dave Booth (Kaw); 2. John Sabo (Kaw); 3. Bruce Harris (Hon).
125 INT: 1. Aaron Campbell (Hon); 2. Robb Floth (Hon); 3. Jason Rich (Kaw).
OPEN B: 1. Loren Henry (Hon); 2. Bart Bybee (Hon); 3. Jim Foster (Hon).
250 B: 1. Loren Henry (Hon); 2. Albert Ryan (Kaw); 3. Loren Grim (Hon).
125 B: 1. Lance Chapman (Hon); 2. Chad Colton (Hon); 3. Rob Knudsen (Yam).
80 B: 1. Cody Colton (Suz); 2. Jason Applewhite (Kaw); 3. Ryan King (Suz).
MICRO: 1. Brandon Chaffin (Kaw); 2. Cole Colton (Hon); 3. Gus Chaffin (Kaw).
P/W: 1. Cole Siebler (Yam); 2. Brian Bybee (Yam); 3. Nicholas Colton (Yam).

Fortune flies at Kato Motocross

By Rolfe Otterness

MANKATO, MN, JULY 29
Jerrod Fortune corraled the overall in the competitive 125cc A class with 1-2 finishes on the Kato Cycle Club's grounds.

In the first moto, newly advanced rider Jason Kempel proved that he will be a factor in the class, as he launched into the early lead and nearly won the moto. He pulled out a lead in the early going and maintained it for half the race, but Fortune started closing in at that point. With Fortune starting to pressure him with two laps remaining, Kempel dropped his bike in a berm. Fortune got by before he could restart, but he held on to second. Jay Mercill took third after holding off the late race charge of Brian Fern, who had stalled early in the race while challenging Mercill.

Mercill squirted his Honda into the lead in the second moto with Fortune and Fern tagging along. He led for one lap but Fern took voer the lead on the second dropaway jump. Fern looked strong but his bike started sputtering later in the race and he was lucky to hold on for the win over a closing Fortune. Mercill took third by a short interval over a battle between Todd Lentz and Kempel.

Mike Atkinson took home two first place trophies in the Mini Senior and Youth classes. In the first Mini moto he led all the way, building up a considerable lead in the early going. Jamie Farendholz was all alone in second with Jim Povolny third. Ben Van Cleve and Robbie McDowell fought over fourth.

Farendholz nailed the start in the second moto, but held the lead only briefly before Atkinson sailed by. Farendholz held on for second with McDowell third over a rapidly gaining Povolny.

Chad Winecke took both 250cc A wins. Mike Luoma celebrated his advancement to the A class with two good rides, leading to second overall. John Dullum took advantage of Marty Clark's crashes to wrap up third.

Results

MINI P/W: 1. Ryan Broughton; 2. Justin Peitier; 3. Courtney Sampson.
MINI JR: 1. Shawn Wehlage; 2. Cory Corcoran; 3. Chad Sparks; 4. Mike Clark.
MINI SR: 1. Mike Atkinson; 2. Jamie Farendholz; 3. Jim Povolny; 4. Robbie McDowell.
YTH: 1. Mike Atkinson; 2. Jason Kempel; 3. Aaron Carlson; 4. Robbie McDowell.
OVER 25: 1. Ken Matson; 2. Brad Erickson; 3. Robert Bergstrom; 4. Mark Gregor.
VET C: 1. Brian Byrne; 2. Jeff Farnell; 3. David Hanson; 4. Rolfe Otterness.
VET A: 1. Bob DeOtis; 2. Richard Blei; 3. Randy Nagel.
S/SR: 1. Tom Clark.
125 C D-1: 1. Brent Stevenson; 2. Ben Siems; 3. Robbie Masters; 4. Jason McGrath.
125 C D-2: 1. Perry Wolff; 2. Jeremy Illg; 3. Chad Bendickson; 4. Scott Bauer.
125 B: 1. Aaron Carlson; 2. Mitch Wolff; 3. Lenny Hulbert; 4. Mark Vandal.
125 A: 1. Jerrod Fortune; 2. Brian Fern; 3. Jay Mercill; 4. Jason Kempel.
250 C D-1: 1. Bill Krenik; 2. Ken Maloney; 3. Jeff Farnell; 4. David Hanson.
250 C D-2: 1. John Oelkers; 2. Jason McGrath; 3. Tim Blake; 4. Shawn Sandback.
250 B: 1. Robert Bergstrom; 2. Mark Gregor; 3. Craig Schwartz; 4. Rollan Pederson.
250 A: 1. Chad Winecke; 2. Mike Luoma; 3. Jon Dullum; 4. Marty Clark.
OPEN C: 1. Greg Kalis; 2. Jody Gjemse; 3. Bill Krenik; 4. Michael Yeager.
OPEN A: 1. Richard Blei; 2. Rusty Sorensen.

Morello masters Victory Spdwy

By Larry McBride

VICTORY, NY, AUG. 4
At only 12 years old, Marco Morello became the youngest Handicap main winner at Victory Speedway.

Starting from the zero yard line Morello built an early lead in his heat race to notch his first win of the evening. The semi was more difficult, however, as he trailed the field for three of the six-laps. On the fourth circuit Morello made a smooth move to the inside of turn two and passed three riders and overtook Kelli McMahon for the lead and win.

An almost impossible task seemed to be looming for young Morello in the main event. He had only a 10-yard advantage over Randy Stauff, and 20 yards on Damien Cornwell and Mike Cortese. Back on the 60 sat Tuff and Lenny McBride. From the start Morello put lots of ground between himself and the rest of the field on his Master Const/Racetech-backed Godden. Cortese went down and out of the race in turn four after tangling with Stauff in lap one. For several laps both McBrides were making every attempt to get past Cornwell and move up to challenge Morello. While Morello still maintained a good lead, Tuff and Lenny McBride drew past Cornwell for second and third, respectively, and were closing on the leader. Tuff McBride was riding on his rear wheel, but Morello had the finish line in his sights and on the next lap was carrying his Handicap main event checkered flag.

Lenny McBride continued to hold a tight grip as track point leader by again scoring a main event win. McBride travelled to the Scratch main, by taking his Mario Pizza/Fox Accessories/Kens Barber Shop-sponsored Godden to wins in both his heat race and semi final.

As the gate went up for the main, Lenny McBride nosed into first entering turn one. Tuff McBride cut to the inside of John Lewis in the same turn to pull right on Lenny's rear wheel. Lenny got some undesirable traction, causing an out of control wheelie down the back straight. Tuff McBride immediately closed the gap on his brother and pulled alongside for a momentary lead entering turn three. Both McBrides stayed side by side for two complete circuits before Lenny took a slight lead which he was able to maintain for the balance of the four-lap final and another victory.

Young doubles at Barona Oaks MX

By Donn Maeda

RAMONA, CA, JULY 15
Suzuki-mounted Chris Young stole the show in both the 125 and 250cc Pro classes at round eight of the Bridgestone/CMC California Summer Series, held at Barona Oaks Raceway. Young won three of the four motos he raced to secure his pair of victories.

Young stormed out of the gate in the opening 125cc Pro moto, but hot on his tail were Mike Chamberlain, Craig Davis and Russ Wageman. Young set a blistering pace, which only Chamberlain could match. The two leaders began to pull away from Wageman, who had swooped past Davis in a fast left-hander. On lap five of the eight lap moto, Chamberlain out-jumped Young in a tricky jump-whoop section and took over the lead. Young tried to retaliate, but backed off by the moto's end. Chamberlain took the checkers ahead of Young, Wageman and Davis.

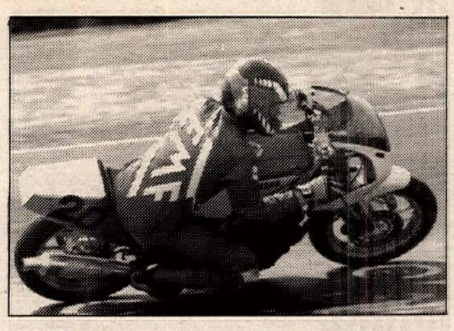
Young put his Suzuki out front in moto two ahead of Chamberlain, Wageman and Todd Mitchell. With a clear track ahead of him, Young rode with precision and gave Chamberlain no opportunity to advance. As the two front-runners began to pull away, Peter Murray sliced his way through the pack after an eighth place start and into fourth. Young took the moto and overall wins, topping Chamberlain and Wageman.

With his third holeshot of the day, Young led Wageman, Nicky Pounds and Murray onto the track in the first 250cc Pro moto. Murray began to pressure Pounds and slipped into third when the Suzuki rider went down in the far section of the course. No one could match Young's speed, as the Mission Viejo rider pulled out to a commanding lead by the moto's end. Wageman finished a distant second, just ahead of Murray and Guy Deckert.

No one was surprised when Young holeshot the concluding moto, with Wageman, Pounds and Murray in tow. Young duplicated his first moto vanishing act, and would not be challenged. Wageman and Pounds argued over the runner-up position, with Pounds taking it for good at the halfway point. Young took an easy win, while Wageman's 2-3 topped Pounds' 5-2 for second overall.

Results

P/W: 1. Brandon Morgan (Yam); 2. Jennifer Nelson (yam); 3. Greg Landers (Yam); 4. Nick Puccio (Yam); 5. Tanya Faulkner (Yam).
60 0-8: 1. Ito Posco (Kaw); 2. Chris McNatt (Kaw); 3. Justin Scullen (Kaw); 4. Brandon Morgan (Kaw); 5. Nick Puccio (Kaw).
60 9-11: 1. Josh Tarantino (Kaw); 2. Daniel Norman (Kaw); 3. Shawn Igercic (Kaw); 4. Shad Viens (Kaw); 5. Mike Kessel (Kaw).
80 OPEN: 1. Daniel Norman (Suz); 2. Gary Blakely (Kaw); 3. Eddie Finnels (Suz); 4. Justin Viens (GPV); 5. Casey Lytle (Hon).
80 JR: 1. Angleo Ingrade (Kaw); 2. Dustin Nelson (Suz); 3. Chris Finley (Kaw); 4. Shawn Perotio (Kaw); 5. Judd Scarlow (Suz).
80 INT: 1. Tyler King (Kaw); 2. Greg Yearsley (Suz); 3. Jeff Willoh (Kaw).
80 EX: 1. Jesse James (Suz); 2. Mike Metzger (SCR).
BIG WHL: 1. Nathan Penry (Kaw); 2. Travis Drew (Kaw).
125 BEG D-1: 1. Dustin Lunde (Kaw); 2. James Randell (Hon); 3. Keith Wade (Kaw); 4. Marc Deslauriers (Suz); 5. Brett Micheal (Suz).
125 BEG D-2: 1. Steve Thornton (Suz); 2. Greg Perolio (Suz); 3. Matt Eagleton (KTM); 4. Don Springer (Suz); 5. Shawn Ellis (Kaw).
125 JR: 1. Jeff Lewis (Suz); 2. Nick Morgan (Suz); 3. J.J. Petchel (Yam); 4. Shay Fretwell (Suz); 5. Alex McElyea (Kaw).
125 INT: 1. David Casad (Suz); 2. Don Upton (Hon); 3. Steve Drew (Kaw); 4. Derek Meyer (Suz); 5. Charlie Flippen (SCR).
125 PRO: 1. Chris Young (Suz); 2. Mike Chamberlain (Yam); 3. Russ Wagemann (Suz); 4. Craig Davis (Suz); 5. Pete Murray (Suz).
250 BEG: 1. Mike Horton (Yam); 2. Dustin Lunde (Suz); 3. VictorPuiknas (Yam); 4. Chris Prokopow (Hon); 5. Mark Romagnoli (Yam).
250 JR: 1. Jeff Lewis (Suz); 2. Jason Melton (Hon); 3. Aaron Wenstrup (Hon); 4. J.J. Petchel (Yam); 5. Nick Morgan (Suz).
250 INT: 1. Kevin Geyer (Suz); 2. Kory Byers (Kaw); 3. Danny Seyler (Hon); 4. Todd McMaster (Hon); 5. Tim Hallisay (Yam).
250 PRO: 1. Chris Young (Suz); 2. Russ Wageman (Suz); 3. Nicky Pounds (Suz); 4. Pete Murray (Suz); 5. Martin Klossner (Hon).
500 PRO: 1. Rex Staten (Hon); 2. Ron Turner (Hon); 3. Craig Davis (Hon); 4. Leo Peters (Hon).
UTH JR: 1. Fred Hommel (Hon); 2. Lou Soto (Kaw); 2. Mike Carr (Hon); 4. Mark Deslauriers (Suz); 5. Ken Wilson (Hon).
VET JR: 1. Greg Perolio (Suz); 2. Rudy Chavez (Hon); 2. Mark Eagleton (Kaw); 4. Marshall Marion (Kaw); 5. Jeff Morris (Hon).
VET INT: 1. Michael Gibson (Hon); 2. David Taxel (Hon); 3. Brad Sloan (Hon).
VET MSTR: 1. Rich Bartieu (Suz); 2. Tim Marsh (Hon); 3. Bob Bland (Hon).
VET PRO: 1. Ron Turner (Hon); 2. Pedro Murray (Suz); 3. Rex Staten (Hon).
OT JR: 1. Terry Judd (Suz); 2. Rob Lytle (Hon); 3. Jim Butler (Suz); 4. Jim White (Yam).



Chris Evans won the Middleweight Superbike class at Portland Raceway.

Pinkstaff, Braun, Howard double at Portland Road Race

By Russ Cazier

PORTLAND, OR, AUG. 5
Keith Pinkstaff won the Open Production and 750cc Superbike classes, Marvin Braun took Open Superbike and 600cc Superbike, and Tony Howard repeated in a sweep of Open and 500cc Vintage at the Oregon Motorcycle Road Racing Association's (OMRRA) third meet of the season at Portland International Raceway.

Pinkstaff ran away with Open Production, then diced with Shawn Smith in 750cc Superbike until Smith crashed out of second place. Pinkstaff was denied another nearly sure win in Open Superbike when his Zlock Racing Suzuki GSXR1100 uncharacteristically DNF due to a leaking oil cooler while he had a commanding lead.

Braun benefitted from Pinkstaff's problems to win Open Superbike, and also had his 600cc Superbike win made easier by Shawn Roberti's Yamaha FZR600 going sour early in the heat, but he still had to fend off a charging Brian Sutton. Roberti held on for fourth, then won 750cc Production going away.

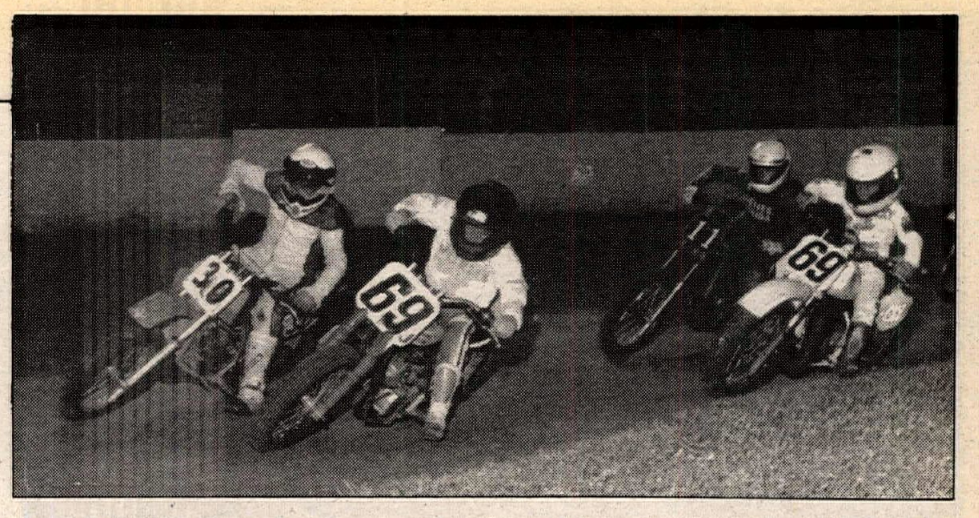
The first two races of 1990 were rain dates, but this weekend saw temperatures over 100 degrees during Saturday's well-attended open practice. Sunday was only a little milder, in the low 90s, and the high temperatures and a chewed-up race track made for exciting racing, but no record lap times.

PIR recently hosted a batch of car races, and the asphalt had numerous rough patches to be either ridden over cautously or avoided. Keith Pinkstaff said, "Strangely enough, it was a good track right on the racing line, but it was very hard to pass because of all the divots just off the line. It made a good start very important."

Tony Howard again won both classes he entered, Open and 500cc Vintage, riding a Suzuki Titan. His 500cc Vintage win was a cakewalk, but in Open Vintage he finished second in the first of two heats behind Duncan Craick on a fast 750cc Norton. Howard cranked it up in the second heat, passing up the warm-up lap to start with a cool engine for the all-important drag race to turn one, and his strategy paid off with the heat and overall wins.

Results

OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Michael McBrady (Suz); 3. Shawn Roberti (Suz).
750 PROD: 1. Shawn Roberti (Suz); 2. Steve McKissock (Suz); 3. Geoffrey Lambert (Suz).
600 PROD: 1. Troy Burstyk (Yam); 2. Shawn Roberti (Yam); 3. Scott McArthor (Yam).
450 PROD: 1. Kelly Heath (Yam); 2. Todd Yoast (Yam); 3. Brad Reynolds (Yam).
OPEN S/BK: 1. Marvin Braun (Yam); 2. Shawn Smith (Hon); 3. Alan Edwards (Suz).
750 S/BK: 1. Keith Pinkstaff (Suz); 2. Marvin Braun (Yam); 3. Alan Edwards (Suz).
600 S/BK: 1. Marvin Braun (Yam); 2. Brian Sutton (Yam); 3. Troy Burstyk (Yam).
450 S/BK: 1. Alan Schwen (Yam); 2. Tim Heale (Yam); 3. Mark Smith (Yam).
M/W S/BK: 1. Richard Mathews (Yam); 2. Chris Evans (Yam); 3. Rick Gunderson (Yam).
L/W S/BK: 1. Brian Sutton (Yam); 2. Bill Bircher (Hon); 3. Jon Lacey (Yam).
U/L S/BK: 1. Scott Soper (Hon); 2. Cliff Baker (Hyh); 3. Karl Schenk (Kaw).
OPEN BOTT: 1. Don Horn (Duc); 2. Robert Hinojosa (BMW); 3. Peter Cheng (Kaw).
650 BOTT: 1. Dale Gray (Hon); 2. David Rookaird (Hon); 3. Jeff Pechtell (Kaw).
OPEN VINT: 1. Tony Howard (Suz); 2. Duncan Craick (Nor); 3. Lance Raber (Tri).
500 VINT: 1. Tony Howard (Suz); 2. Lory Johnson (BSA); 3. Lance Raber (Tri).
250 VINT: 1. Mike Rivelli (Duc); 2. Anthony Rivelli (Duc); 3. Sean Fromhold.
NOV: 1. Jeff Fladseth (Yam); 2. Michael Durel (Hon); 3. John Miller (Yam).



Jenny Hayden (69J), Sam Lowe (30), winner Nicky Hayden (69) and Matthew Auxier (11) battle for positions in the 80cc class at Lawrenceburg Short Track.

Hook dazzles Montgomery ST

By Jack Hanson

MONTGOMERY, MN, AUG. 3
Peter Hook, a semi-retired professional dirt tracker from Burnsville, Minnesota, provided a tuition-free course in short track to a dazzled group of amateur racers on the Montgomery Speedway fifth-mile oval.

Arriving late and unannounced, Hook joined the field for the Open Amateur heat a full lap down, but still finished the five-lap event far ahead of second-place finisher Doug Obert who later exclaimed, "He sure woke me up."

Hook repeated his performance in the Open main, then loaded up his well-worn Honda and headed for home after explaining that he had not done much racing this year because of the demands of his full-time job, home purchase and impending marriage.

The evening's program began with a preliminary event for 125cc and Open class DTX bikes and 250cc flat trackers. Elizabeth Kantor was a surprise and surprised overall winner on her 125cc Kawasaki. Open DTX rider Dan Taylor fell while in hot pursuit of Kantor. However, Kantor's luck ran out in the main event when she got off to a terrible start, then crashed hard on the third lap while trying to catch up. Taylor also fell but managed to remount and salvage fourth. Troy Brisbin capitalized on their misfortune to hold on for the win.

Results

125-OPEN DTX/250 FT: 1. Troy Brisbin (Hon); 2. Tim Gregory (Hon); 3. Brad Cain (Hon); 4. Daniel Taylor (Kaw); 5. Elizabeth Kantor (Kaw).
OPEN FT: 1. Peter Hook (Hon); 2. Doug Obert (Hon); 3. Bucky Lorenz (Hon); 4. Tim Gregory (Hon); 5. Dave Peterson (Hon).

Hayden dominates Lawrenceburg Short Track

By Steven Smith

LAWRENCEBURG, IN, AUG. 3
The Hayden family took seven top finishing positions home to Owensboro, Kentucky, after cleaning up at the Lawrenceburg Motorcycle Speedway.

Jenny Hayden led the blitz with a win in the 60cc class, followed by a one-two punch in the 80cc class in which sister Nicky took the win with Jenny second. Local rider Matthew Auxier tried to close on Jenny, but couldn't find the combination as she kept the door shut tight.

There was another Hayden one-two punch in the 125cc feature, but this time with brother Tommy taking the checkered flag as he led wire-to-wire. Nicky had to work a little harder for this one, picking off Brian Knippenberg with only a lap to go to finish second.

In the 250cc feature, Pat Behrle held off the Kentucky attacker. After dropping the heat to Tommy Hayden, Behrle came back to grab the lead. Hayden stuck to him like glue, and in an effort to make a high-side pass, Knippenberg seized the opportunity to drop into the second slot, leaving Hayden high on the outside and, with no time to recover he finished third.

Not letting that stop him, Tommy Hayden, returned in the Open B class, riding a 500cc Rotax to victory. Tommy took advantage of an early lead, holding off Daniel Dotson who, in an all-or-nothing move to gain position, wiped out. Jeff Craig was right on hand to take advantage of that move, taking the second slot, closely followed by third-place finisher Dave Viel.

All of this action led to the featured Open A class, in which Dan Ingram, a Camel Pro Series competitor, found that winning here wasn't going to be easy pickings.

Rex Fisher led the way in the heat race, but the tables were turned as Ingram took the holeshot coming out of one with Fisher pressing hard to find a hole. With only a few laps to go, Fisher tried to make a move that not only failed but cost him his position. Grady Phillips and Patrick Behrle filled in immediately, with Phillips in the number-two spot as the checkered flag ended the duel.

Results

50: 1. Steven Rose (Yam); 2. Brandon Stimmerhorn (Yam); 3. Zachart Palmer (Hon).
60: 1. Jenny Hayden (Kaw); 2. Brandon Rose; 3. Matt Auxier (Hon).
80: 1. Nicky Hayden (Yam); 2. Jenny Hayden (Yam); 3. Matt Auzier (Hon); 4. Sam Lowe (Kaw); 5. Brandon Rose.
125: 1. Tommy Hayden (Yam); 2. Nicky Hayden (Yam); 3. Brian Knippenberg.
250: 1. Pat Behrle; 2. Brian Knippenberg; 3. Tommy Hayden; 4. Andrew Breitenbach; 5. Brad Hollander.
OPEN B: 1. Tommy Hayden (Rtx); 2. Jeff Craig (Hon); 3. Dave Viel (Yam); 4. Larry Daniels (Hon); 5. Jeff Chishan (Rtx).
OPEN A: 1. Dan Ingram (Hon); 2. Grady Phillips (Hon); 3. Pat Behrle (Hon); 4. Mike Butler; 5. Rex Fisher.

Gordon grabs Gang gold at Perris Motocross

By Greg Robertson

PERRIS, CA, AUG. 4
Kawasaki KX250 rider Steve Gordon worked his way to the front in both motos to claim first overall in the Over The Hill Gang Novice class at Perris Raceway.

ATK-mounted Greg Minor led the first lap trailed by Wes Rollings, Gordon and Randy Wessels. By the fourth lap, Gordon had worked past Rollins and Minor to take over the lead where he would stay to the finish. Rollins battled with Minor before pulling away to finish second.

Gordon edged Rollins for the second-moto holeshot ahead of Minor and Jose Rodriquez. Gordon slowly pulled away from Rollins to collect the overall win. Rollins held off Minor to earn the second-place trophy.

Results

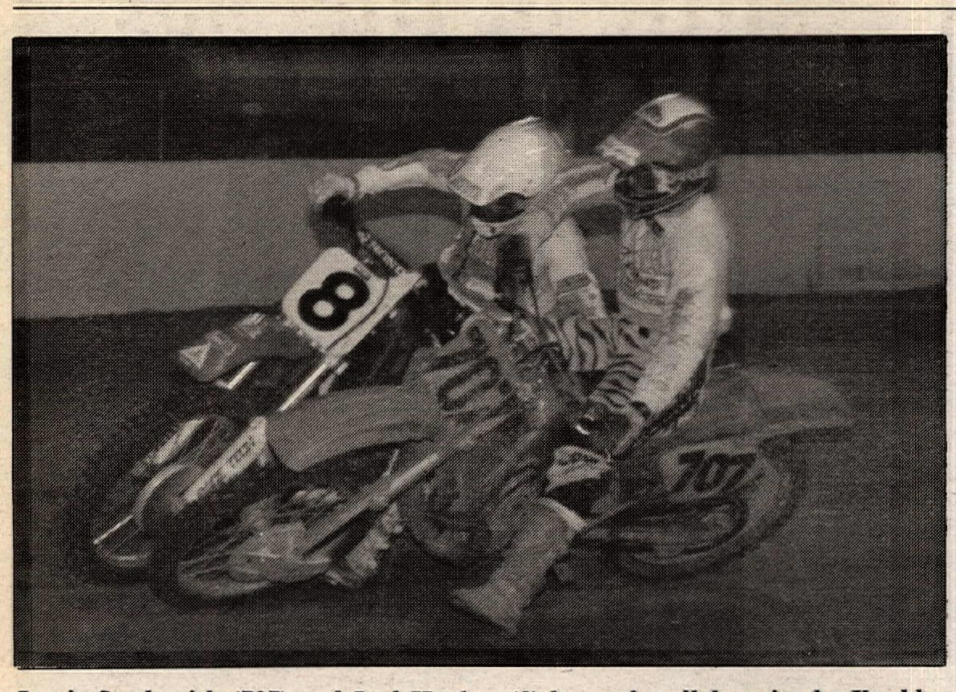
BEG: 1. Tim McCue (Hon).
NOV: 1. Steve Gordon (Kaw); 2. Wes Rollins (Yam); 3. Greg Minor (ATK); 4. Randy Wessels (Hon); 5. Jack Roth (Yam).
INT: 1. Gray WIllison (Kaw); 2. Greg Robertson (Yam); 3. Hajime Shogasé (Hon); 4. Mitch Langjahr (Yam); 5. Rick Bealer (Suz).
EX: 1. Bob Casper (Suz); 2. Scott Wallenberg (Kaw); 3. Walt Olson (Hon).

Collins collects Cal-Expo Speedway win

By Bill Spencer

SACRAMENTO, CA, AUG. 4
Round one of the U.S. National Speedway qualifiers went to former British League Speedway racer Phil Collins. The Genuine

LOCAL EVENTS



Jamie Steelsmith (707) and Joel Huskey (8) bump handlebars in the Knobby Expert class at Boise Short Track. Steelsmith nipped Huskey for the win.

Gary Osborne (27) grabs the holeshot in front of Dave Carter (782), Jim Anders (66), Gary Doggett (64) and Clay Crowder (4X) in the 30+ class at Dallas Ricker MX.

Miller Draft Championship Series took on the Cal-Expo seventh-mile dirt arena in front of a good crowd.

The 18-event qualifying procedure saw defending champ Schwartz, Christian and Collins tops in point gathering. Former champ Steve Lucero came up one short when he faced off with Collins in event number 12. Collins was faithful with his gates while Lucero rode with great effort, but was unable to do anything against the British onslaught and had to settle for eight points at the end of regular racing.

The four semis saw those first three remain on the perfect side with Lucero winning the first over Brad Oxley and a disappointed Mike Faria. Oxley's night hadn't gone well from the first round when he finished third behind Mark Hannah and Steve Furman. Oxley took second in the next round, finishing behind Jim Sisemore, who had crashed out in the first round and would then get a good thunking in the Consolation.

Faria got second to Collins in the first round, but followed with two wins to make the semis, but was third and out of contention for the rest, and not happy about the situation.

Ed Castro was the fire of the night as he rode the rim side of the second round to win over Louis Kossuth, but couldn't repeat the process in the semi that saw Collins win over Kossuth and Castro, though he dazzled those assembled with the same style and got a good round of applause for his efforts, though for naught.

Charlie Venegas started out with a second to champ Schwartz but zeroed the second round when he biffed and then won the third only to biff city the semi, but still stylish all the way. John Houston, Jr. started out with a winner in controversy that continued when he ran the tape that broke when the referee pulled them apart. He was allowed to remain in the program, but came up with a problem and was then eliminated in a horrendous crash.

Lance King muddled his way to the semis, taking second to Schwartz, and then dazzled all with a great Consi win, keeping Oxley at bay with Kossuth third and Sisemore sitting out with a slight concussion.

The main event was anti-climactic as Collins started on pole for the third time and just plain rode off with the win. Schwartz seemed intent on catching Collins, but so did Christian, and when Lucero suffered the pangs of the other two, it was Christian who worked the line for second over Schwartz.

Results

POINT STANDINGS: 1. Phil Collins; 2. Al Christian; 3. Bobby Schwartz; 4. Steve Lucero; 5. Lance King.

Brown bags Dallas Ricker MX

By Lou Cook
Photo by Loren Williams

KINGSPORT, TN, JULY 28

Two hundred riders from nine states competed in the third of seven scheduled 1990 night motocrosses at the Dallas Ricker MX Complex.

Mike Brown of Gray, Tennessee, barely edged out Kevin Walker of Penhook, Virginia, to take the win in the first moto of the 125cc A Pro class. Walker got the holeshot and held the lead for the first three laps. Three-quarters of the way around the fourth lap, Brown was able to pass, but each rider was on top of the other with only fractions of a second separating each move. Both riders took the checkered flag simultaneously, with Brown only half a bike length in front of Walker.

The second moto was a reversal of the first, with Brown off the line first and maintaining the lead through the first four laps. Walker was never far behind Brown, and both sailed over the jumps and through the turns together. In the last turn of the last lap, Walker passed Brown and took home first-place money for the moto.

The competition was just as fierce in the 125 and 250cc B motos between Brandon Drake of Michigan, Mike Nutter of Tennessee, and Greg Rose of North Carolina. Rose won the first 250 B moto while Nutter held second early, but was passed by Drake at the one-third point. Nutter managed to repass on the last lap for second place as Drake finished third.

In the second moto, Nutter got the holeshot, but Drake dove by and held the lead until the lap that counted when Nutter repassed to take the checkered flag and the moto win. Greg Rose held third throughout the moto.

The same battle developed in the first 125cc B moto, except for the fact that Nutter led most of the race with Drake slidibg by with two laps to go. In the second moto, Nutter took a header in the second turn and was slow to get up. Drake got the only clean first place to the checkered of the evening in B class competition.

Results

50 AUTO: 1. Ryan Calhoun (Hon); 2. Thomas Hambey (Itj); 3. Jeffery Fields (Yam); 4. Matt Blevins (Suz); 5. Chris Carter (Suz).
0-85 7-11: 1. Jamey Crowder (Kaw); 2. Spencer Hite (Suz); 3. Adam Drake (Hon); 4. John Calhoun (Kaw); 5. Mike Hensley (Hon).
0-85 12-15: 1. Jacob Lance (Kaw); 2. Jeremy Lance (Kaw); 3. Greg Grant (Kaw); 4. Stacey Lane (Kaw); 5. Shawn Hensley (Hon).
SCHBY 12-15: 1. Brandon Drake (Hon); 2. Greg Nelson (Suz); 3. Jeff Cockran (Kaw).
125 C: 1. Greg Nelson (Suz); 2. Darrell Stallard (Hon); 3. Leslie Belcher (Kaw); 4. Chad Price (Yam); 5. Mike Hefner (Hon).
125 B: 1. Brandon Drake; 2. Jason Fletcher (Hon); 3. Wes Cave (Hon); 4. Aaron Bollinger (Suz); 5. Mike Nutter (Kaw).
125 A: 1. Kevin Walker (Yam); 2. Mike Brown (Kaw); 3. Billy Cox (Suz); 4. Stanton Barrett (Hon).
250 C: 1. Darrell Bailey (Hon); 2. Michael Edwards (Kaw); 3. Warren Robinson (Hon); 4. Chad Mullins (Yam); 5. Chris Rose (Kaw).
250 B: 1. Mike Nutter (Yam); 2. Brandon Drake; 3. Greg Rose (Hon); 4. Jason Fletcher (Suz); 5. Jay Hayes (Hon).
250 A: 1. Mike Brown (Kaw); 2. Kevin Walker (Yam); 3. Dwain Miller (Kaw).
OPEN AM: 1. Jeff LaFleur (Hon); 2. Gary Osborne (Hon); 3. Pat Phillipi (Kaw); 4. John Fisher (KTM); 5. Marty Hillman (Kaw).
ENDR: 1. Chad Mullins (Yam); 2. Keith Hensley (Suz); 3. John Fisher (Kaw); 4. Steve Mason (Kaw); 5. Johnny Rasar (Suz).
NON-CURR: 1. Darrell Stallard (Hon); 2. Ryan McCann (Kaw); 3. Rickey Baines (Suz); 4. Chris Rose (Kaw); 5. Russell Bradley (Yam).
25 PLUS A: 1. Tim Jennings (Suz).
25 PLUS B: 1. David Weston (Yam); 2. Mike Litz (Suz); 3. Clay Crowder (Yam); 4. Johnny Rasar (Suz); 5. Cletus Greene (Hon).
30 PLUS B: 1. Gary Osborne (Hon); 2. Clay Crowder (Yam); 3. Gary Doggett (Kaw); 4. Alvin Tester (Suz); 5. Jim Anders (Suz).
40 PLUS: 1. Gary Doggett (Kaw); 2. Ted Fields (Yam); 3. Douglas Reese (Suz); 4. Loren Williams (Kaw).
4-STRK: 1. Keith Hensley (Suz); 2. Cody Ward (Hon); 3. David Vines (Hon); 4. Richard Shipley (Suz).

Cornwell aces Champion Spdwy

By Larry McBride

OWEGO, NY, JULY 29

Damien Cornwell, an 18-year-old four-year speedway veteran, slowly crept up to the winner's circle at Champion Speedway and went from a crawl to a sprint in capturing the Handicap main event. Cornwell, getting off to a slow 1990 start, has slowly but steadily advanced his finishes in recent races.

Starting from the 10 yard line, Cornwell grabbed the number one spot away from zero-yard rider Randy Sauff at the completion of the first circuit. Thirty-yard liner John Lewis went into second ahead of Stauff in lap two with Lenny McBride on his rear wheel. For two laps McBride trailed Lewis before going to the inside on turn one for second. Meanwhile, Cornwell had maintained a several bike lead, and with the white flag out, McBride closed ground, but Cornwell had the win in his pocket, and proudly displayed the checkered flag for his first victory of the season.

Leny McBride poised the biggest threat to Burge with his attempts to draw alongside and ahead of Burge on the turns, however, Burge held off all advances and rode his usual smooth style to the winne'rs circle.

Results

HDCP: 1. Damien Cornwell (Gdn); 2. Lenny McBride (Gdn); 3. Tuff McBride (Jaw); 4. John Lewis (Wes); 5. Tom Burge (Gdn).
SCRATCH D-1: 1. Tom Burge (Gdn); 2. Lenny McBride (Gdn); 3. Tuff McBride (Jaw); 4. John Lewis (Wes).
SCRATCH D-2: 1. Marco Morello (Gdn); 2. Kelli McMahon (Jaw); 3. Matt Ott (Jaw); 4. Nick Ciardi (Wes).
SCRATCH D-3: 1. Karl Terry (Jaw); 2. Tim Wilmarth (Jaw); 3. Damon Lengle (Gdn); 4. Bob Fiske (Jaw).

Russell rages at Boise ST

By Mike Thuleen

BOISE, ID, JULY 31

Jeff Russell nailed yet another Open Expert class win at the Owyhee Motorcycle Club's 1990 Summer Short Track Series, while Jamie Steelsmith and Joel Huskey did shock therapy to the Knobby Experts in the evening's race action.

Russell read the green light perfectly to crowd Rod Reynolds out of first in the Open Expert main. The two riders pulled ahead of the doomsday battle for third between Joey Huskey and Todd Peugh. Russell and Reynolds bumped and scraped in every corner as they tangled for the lead. At the end of 10 laps, Russell and Reynolds shot out of turn four wheel to wheel, with Russell shooting past the checkers to win by mere inches over Reynolds. Huskey pulled away from Peugh to control third, with Keith Yordy holding fifth over Jeff Watters.

The Knobby classes were wild-and-wooly affairs with Joel Huskey piloting a Honda CR500 to challenge Kawasaki KX500-mounted Jamie Steelsmith. The two riders hammered each other, grinding and gnashing in the turns, fighting for the lead. Steelsmith kept it dialed to collect a hard-fought win over Huskey and Allen Hudson.

The Amateur class witnessed the domination of Robb Floth and Todd Gillespie over a large field. Mike Smit grabbed third with motocrossers Aaron Campbell, Chad Colton and B.J. Hansen sliding through the checkers behind him.

Ron Wehr put in a stellar Rookie performance by capturing the combined Open/250cc Amateur main on the Todd Peugh/Ashley-Glass Rotax 500 over Darrell Murphy, Mitch Ward, and Darrell Murphy. Matt Ward clinched an impressive victory in the Micros while hard-riding Nick Colton dominated the Pee Wees.

Results

OPEN EX: 1. Jeff Russell (Rtx); 2. Rod Reynolds (Hon); 3. Joel Huskey (Hon).
OPEN AM: 1. Ron Wehr (Rtx); 2. Glenn Young (Hon); 3. Sonny Fossil (Yam).
250 AM: 1. Darrell Murphy (Hon); 2. Mitch Ward (Yam); 3. Allen Hudson (Yam).
KNOBBY EX: 1. Jamie Steelsmith (Kaw); 2. Joel Huskey (Hon); 3. Allen Hudson (Hon).
KNOBBY AM: 1. Robb Floth (Hon); 2. Todd Gillespie (Yam); 3. Mike Smit (Yam).
MICRO: 1. Matt Ward (Kaw); 2. Mychal Jenkins (Kaw); 3. Brandon Chaffin (Kaw).
P/W: 1. Nick Colton (Yam); 2. Brian Bybee (Yam); 3. Jenny Cook (Yam).

Kadlec collects Calamity Pass Enduro

By Roger Dowden

RAND, CO, JULY 15

Fritz Kadlec found a rainy day in the pine forest near Randy, Colorado, to be the perfect setting for his fourth RMEC victory this season.

The Calamity Pass Enduro differs from the other enduros in the Rocky Mountains by virtue of the amount of single-track trail and the tightness of those trails. Typically, an enduro course in the Rockies incorporates quite a bit of alpine meadowland peppered with rocks and boulders. In contrast, Calamity Pass is much tighter, more like an eastern enduro. This year Carl Watson and his crew used only five miles of road in the 105 actual miles the enduro encompased. To further add to the eastern flavor, Mother Nature added rain that increased in intensity as the day went on.

The tight, slippery trails were evidently much to Kadlec's liking, as he set a blistering pace, nearly duplicated by fellow Yamaha rider John Bruckbauer. Both riders dropped only 12 points, but Kadlec mastered the tie-breakers for the victory. Third overall, with his best placing this year, was veteran Double A rider, John Blythe, who dropped 29 points. He was followed by KTM riders Chris Willbanks and Kevin Davis, with 32 and 35 points, respectively.

Fifth overall went to Kawasaki KDX200-mounted George Villany; who once again totally dominated the 200cc A class with a score of 32 points. Second place in the class went to Weber Arnold, who tallied 57 points.

The 250cc A trophy was taken home by Rookie A rider, Wayne Intermill, who carded a 35. Second went to a newcomer to the circuit, Shannon Long, who had a 38-minute deficit.

In the Open A class, Ron Hockett finally broke a year-long string of bad luck to top Casey Colbert, who seems to have a strangle-hold on the year-end class trophy.

The always-competitive 250cc B class proved to be a battle of attrition with a third of the class dropping out before the final check. The difficult conditions didn't spread out the survivors, however. First through third-place finishers Bart Serafin, Paul Doublas and Mike Spencer had scores within a minute of each other.

Open B rider Rick Fisher seemed to finally find the secret of success in his class victory — it was stomach flu. He could barely leave the men's room long enough to pick up his very first first-place trophy.

Results

O/A AA: 1. Fritz Kadlec.
O/A B: 1. Hugh Kelly.
O/A C: 1. Vincent King.
AA: 1. Fritz Kadlec (Yam); 2. John Bruckbauer (Yam); 3. John Blythe (Hon); 4. Chris Willbanks (KTM); 5. Kevin Davis (KTM).
200 A: 1. George Villanyi (Kaw); 2. Weber Arnold (Kaw); 3. Mark Bergman (Kaw).
250 A: 1. Wayne Intermill (Yam); 2. Shannon Long (Yam); 3. Mark Beagley (Kaw).
OPEN A: 1. Ron Hockett (KTM); 2. Casey Colbert (ATK); 3. Kenny Perkins (Hus).
SR A: 1. Jospeh Janecky (Hon); 2. Floyd Stretch (KTM); 3. Eldon Kuney (KTM).
SR B: 1. Craig Neff (KTM); 2. David Deeny (KTM); 3. Robert Stickler (KTM).
200 B: 1. Craig Carroll (Kaw); 2. Bob Babinski (Kaw); 3. Ken Murphy (Kaw).
250 B: 1. Bart Serafin (Hon); 2. Paul Douglas; 3. Mike Spencer (KTM).
OPEN B: 1. Richard Fisher (KTM); 2. Lloyd Bowers (Yam); 3. Keith Rholl (Hon).
4-STRK B: 1. Roy Norgard (Hon); 2. Buff Coffee (Hon); 3. Kenneth Strandberg.
200 C: 1. Gry Miller; 2. Scott Bright; 3. Dan Bowers.
250 C: 1. Kenny Hopper; 2. Tormod Haugen; 3. Stanley Roskop.
OPEN C: 1. Anthony Holmberg; 2. Guy Middleton; 3. Dean Henderson.
4-STRK C: 1. Andy Vik; 2. David Evans; 3. Gordon Johnson.
SR C: 1. J. Randel Bright; 2. Lee Beavers; 3. Keith Blankenship.
SPTSMN C: 1. Dave Kimbley; 2. Doug Barnett; 3. Peter Denison.
S/SR: 1. Bill Williams; 2. Wayne McFetridge; 3. Roger Dorcas.
LDS: 1. Jenny Murphy; 2. Traci Downs; 3. Jennifer Wey.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
8/26 Brno, Czechoslovakia
9/2 Hungaroring, Hungary
9/16 Phillip Island, Australia

World C'ship Superbike Road Race Series
8/26 Sugo, Japan
9/9 Le Mans, France
10/7 Monza, Italy
11/4 Shah Alam, Malaysia
11/11 Phillip Island, Australia
11/18 Manfeild, New Zealand

World C'ship Endurance Road Race Series
9/23 Le Castellet, France

World C'ship 500cc MX Series
8/26 San Bernardino, CA/USA

World C'ship 250cc MX Series
8/26 Bielstein, W. Germany

World C'ship Observed Trials Series
8/26 Myslenice, Poland
9/2 Trials des Nations Thouars, France
9/9 Grimialp, Switzerland

Motocross des Nations
9/16 Vimmerby, Sweden

Int'l Six Days Enduro
9/3-8 Vasteras, Sweden

AMA Grand Nat'l C'ship Camel Pro Series
*8/25 Indianapolis, IN M
*9/2 Springfield, IL M
*9/9 Syracuse, NY M
9/16 San Jose, CA M
*9/29 Gardena, CA HM
*10/6 Sacramento, CA M
* Camel Challenge
Info 614/891-2425

AMA Nat'l C'ship Road Race Series
9/7-9 Topeka, KS
9/15-16 Rosamond, CA
Info 614/891-2425

AMA Regional C'ship Dirt Track Series
8/24 Greenville, OH HM
9/1 Springfield, IL M
9/15 Fremont, OH ST
9/21 Castle Rock, WA
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series
8/26 DuQuoin, IL M
9/22 Castle Rock, WA TT
Info 614/891-2425

CMA Canadian Supercross Series
9/22 Montreal, Quebec, CAN
Info 416/363-9035

AMA 125/500cc Nat'l C'ship MX Series
9/2 Binghamton, NY
9/30 Delmont, PA
10/7 Budds Creek, MD
10/14 New Berlin, NY
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series
10/27 Minden, NV
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
9/30 W. Greenwich, RI
10/7 Forest Hill, LA
10/21 Redding, CA
Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
9/23 Lynnville, IN
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
9/16 Craig, CO
9/30 Wendover, UT
10/14 Wells to Wendover, UT
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series
9/15 Freemansburg, PA
9/30 Jefferson, PA
10/14 Oregonia, OH
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series
9/22-23 White City, IL
Info 614/891-2425

AMA/Wiseco/Yamaha/Yokohama Grand Nat'l Cross Country Series
9/9 Birch River, WV
9/16 Waterford, OH
10/7 Elkins, WV
10/28 Bunner Ridge, WV
11/11 Millfield, OH
Info 304/594-1157

AMA/CCS Regional C'ship Road Race Series
Great Lakes Region
8/25-26 Beloit, IL
9/15-16 Grattan , MI
10/6-7 Grattan, MI

Mid Atlantic Region
9/1-2 Savannah, GA
9/15-16 Summit Point, WV

Mid West Region
8/25-26 Beloit, IL
9/15-16 Grattan, MI

Mountain Region
9/15-16 Steamboat Springs, CO
9/22-23 Denver, CO

South Florida Region
9/1-2 Savannah, GA
9/22-23 W. Palm Beach, FL
10/13-14 Talladega, AL
10/20-21 W. Palm Beach, FL

South Central Region
9/1-2 Hallett, OK
9/22-23 Hallett, OK
10/13-14 Hallett, OK

Southwest Region
9/8-9 Las Vegas, NV
9/22-23 Chandler, AZ
10/13-14 Las Vegas, NV

Northeast Region
9/1-2 Bridgehamton, NY
9/8-9 Loudon, NH
10/6-7 Loudon, NH

Salt Lake Region
9/9 Bonneville, UT
10/7 Bonneville, UT

Southeast Region
9/1-2 Savannah, GA
9/22-23 Braselton, GA
9/29-30 Savannah, GA
10/13-14 Talladega, AL

AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series
9/7-9 Topeka, KS
9/14-16 Rosamond, CA
Info 704/684-4297

AMA/CCS EBC Brakes Endurance Challenge Road Race Series
9/7-9 Topeka, KS
9/14-16 Rosamond, CA
10/25-28 Daytona Beach, FL
Info 704/684-4297

RACE Nat'l C'ship Road Race Series
9/1-2 Shannonville, Ont., CAN
Info 613/966-4882

Castrol Eastern Canada Challenge
9/29-30 Shannonville, Ont., CAN
Info 613/966-4882

Westwood Road Race Series
9/15-16 Westwood, B.C., CAN
Info 604/291-0225

Kerker/SBS WERA Nat'l Endurance Road Race Series
9/1 Millington, TN
9/15 S. Beloit, IL
9/22-23 Rosamond, CA
10/6 Clermont, IN
11/2 Braselton, GA
Tentative
Info 803/681-9372

WERA Pro Series
8/24-26 Long Pond, PA
9/1-2 Millington, TN
10/6-7 Clermont, IN
10/31-11/4 Braselton, GA
Info 803/681-WERA

WERA Regional C'ship Series
Northeast/Mid-Atlantic Region
8/24-26 Long Pond, PA
9/1-2 Garrettsville, OH
9/29-30 Garrettsville, OH
10/13-14 Summit Point, WV

Southeast Region
8/24-26 Long Pond, PA
9/15-16 Faulkville, GA
9/29-30 Talladega, AL

North Central Region
8/24-26 Long Pond, PA
9/1-2 Garrettsville, OH
9/22-23 Grattan, MI

Mid-Central Region
8/24-26 Long Pond, PA
9/23 E. St. Louis, IL

South Central Region
8/24-26 Long Pond, PA
9/15-16 Shreveport, LA
10/20-21 Henderson, TX
Info 803/681-WERA

NETRA C'ship Enduro Series
9/9 Lee, MA
9/23 Adams, MA
9/30 W. Greenwich, RI
10/14 New Boston, MA
10/28 Oxford, MA
11/4 Stafford, CT
11/18 Chester, CT

NETRA C'ship Hare Scrambles Series
8/26 Cheshire, MA
9/16 N. Petersburg, NY
10/7 Fishouse, NY
10/21 Southcentral, MA
11/11 Wrentham, MA
Info 203/875-5757

NETRA Turkey Run Series
9/9 Swiftwater, NH
9/16 New Boston, MA
9/23 Allenstown, NH
10/7 N. Conway, NH
10/21 Wrentham, MA
11/25 Plympton, MA

ECEA C'ship Enduro Series
8/27 Mauricetown, NJ
9/9 Brandonville, PA
9/16 Shippensburg, PA
9/30 West Greenwich, RI
10/7 Greenbard, NJ
10/28 Bear, DE
11/11 Warren Grove, NJ
Info 609/893-7294

NESC C'ship Motocross Series
8/26 Southwick, MA
9/2-3 Lewiston, ME
9/9 Southwick, MA
9/16 Middleboro, MA
9/23 Central Village, CT
9/30 Southwick, MA
10/7 Middleboro, MA
10/21 Southwick, MA
10/28 Middleboro, MA
11/4 Middlebobo, MA
11/11 Middleboro, MA
Info 413/772-0685

"Battle of the '90s"
Fall Series

GFI

Southern
Sun., Sept. 2 Perris Raceway
Sun., Sept. 9 L.A.C.R.
Sun., Sept 16 Perris Raceway
Sun., Sept. 23 Glen Helen OHV Park
Sun., Sept. 30 Perris Raceway

Northern
Sat., Sept. 1 (Night) Chowchilla Fairgrounds
Sun., Sept. 9 Sandhill Ranch
Sat., Sept. 15 (Night) Huron Cycle Park
Sun., Sept. 23 Fernley, NV
Sat., Sept. 29 (Night) Chowchilla Fairgrounds
Sun., Oct. 7 Marysville

Sponsored By: SCOTT USA, Arai Helmet, White Brothers, Boyesen, pro-tec, Fantasy muffler, Troy Lee Designs, MAXIMA, Cobb's Ski Factory, DUNLOP, HONDA Come ride with us., GATORZ, AXO, SCOTTS, PRO CIRCUIT, SIZZLER, MOTOVIDEO TX-10 Hondaline, Surf Performance Center

30% Trophies Each Event
100% Pro Payback Each Event
All Classes Eligible For Prizes

For Information Call:
South: (714) 788-5853
North: (619) 673-8080

Schedule Of Events
Pit Gates Open 3 P.M.
Practice 4:30 to 6:30
Sign Up Ends 6:00 P.M.
Races Start 7:30 P.M.

YUMA SUPERCROSS
Sept. 15 Copper Classic Series
AT THE NEW YUMA SPEEDWAY

150% Pay Back
Quad, Pro, Vet Pro, & 500 Pro

CMC
SUZUKI
Kawasaki
Call For Info
(602) 726-1446

PRO CLASSES:
Bike: 125 • 250
Quad: 250

SPORTSMAN CLASSES:
Bike: 60 • 80 • 125 • 250 • 500
Quad: 250 • 500 & 4 Stroke
Beginner, Novice, Intermediate
Vet (age 25 and up) Levels

GUARANTEED PRO PURSES
1st PLACE $400
2nd PLACE $300
3rd PLACE $100

CMC Copper Classic
Honda/Suzuki Bucks

ENTRY FEES
PRO CLASSES $40
SPORTSMAN CLASS $20

CMC Continental Motosport Club
Trans Cal MX Nat'ls (South)
Mon., Sept. 3 Glen Helen OHV Park
Sun., Sept. 9 Carlsbad Raceway
Sept., 15-16 Marysville
CA (714) 261-6116

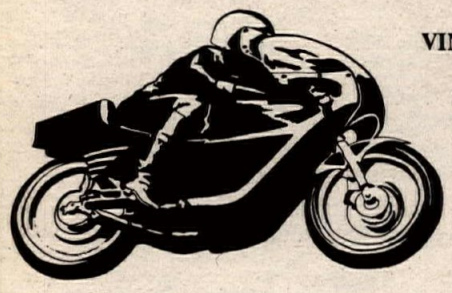
AFM ROAD RACING 1990
1990 Schedule
Soon To Be Announced
1134 Crane St. #216
Menlo Park, CA 94025
(213) 326-5679
(416) 327-0908
North Chapter

TENTH ANNUAL STEAMBOAT

MOTORCYCLE WEEK SEPT. 13-16, 1990

VINTAGE TRIALS
AHRMA NATIONAL
THURSDAY 1 PM
SEPT. 13, 1990

VINTAGE MOTOCROSS
AHRMA NATIONAL
FRIDAY 10 AM
SEPT. 14, 1990



VINTAGE ROADRACE
AHRMA NATIONAL
SATURDAY 8 AM
SEPT. 15, 1990

MOUNTAIN ROADRACE
M.R.A.
SUNDAY 9 AM
SEPT. 16, 1990

MOTORCYCLE SWAP MEET FRIDAY - SUNDAY

DON'T FORGET: TIMBERLINE ENDURO AUGUST 5, 1990
VINTAGE CAR RACES SEPT. 1 & 2, 1990

TRIALS, MOTOCROSS, AND SWAP MEET INFORMATION:(303)879-2410/5060
ROADRACE INFORMATION: (303) 789-2429

AMA AND AHRMA SANCTIONED
SPONSORED BY THE M.R.A. AND THE TIMBERLINE TRAILRIDERS, INC.

Steamboat in the summertime!

SPONSORED IN PART BY THE STEAMBOAT SPRINGS CHAMBER RESORT ASSN.- MARKETING COMMITTEE
LODGING INFORMATION: 1-800-922-2722

GO-MART WV STATE CHAMPIONSHIP MX SERIES

BIRCH RIVER RACEWAY
Birch River, WV

go mart

August 25-26
September 1-2
October 6-7
October 20-21

CASH & PRIZES WORTH OVER $10,000

MOTOCROSS
ATV's Saturday
M/C's Sunday
Sign up: 8-9 am
Practice: 9-10 am
Race: 11 am both days
Best 3 of 5 races count

CROSS COUNTRY
M/C's Saturday
ATV's Sunday
Sign up: 8-9 am
Race: 10 am
Best 3 of 4 races count
*No Cross Country on Oct 6-7

****Support can be won for the 1991 season based on finishes in 1990 series!!!... CALL FOR DETAILS*

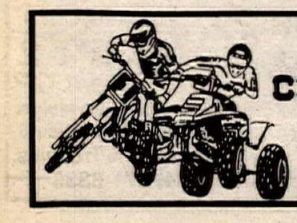
For more information call:
C & M PRODUCTIONS, INC. (304) 872-2382 or (304) 872-4242

High Tech...

...is a term we hear a lot these days. It means simply that the very latest technology is at work. Like with modern helmets. They really don't make helmets like they used to. Today they are a lot better because helmet-making technology has improved so dramatically—even in just the last five years. As the rider of a High Tech motorcycle you deserve the best. And the best is what is being built right now. Throw away that old helmet, replace it with a new High Tech model, it will not be an accident that proves you were right.

A public safety message from the Safety Helmet Council of America

SAFETY HELMET COUNCIL OF AMERICA SHCA



ILLINOIS
CROSS COUNTRY CHAMPIONSHIP
October 20 ATVs & Minis
October 21 Motorcycles
Bike Barn Racing/Info: (815) 778-3641

CALENDAR

CRA Team Hare Scrambles Series
9/16 Salem, OH
9/23 Malvern, OH
10/14 Milport, OH
11/11 Amherst, OH
Info 216/538-2220

IDBA Nat'l C'ship Drag Race Series
9/14-16 Norwalk, OH
10/12-14 Commerce, GA
Info 205/849-7886

AMRA All Harley Drag Race Series
9/2 Scribner, NE
9/8-9 Oxford, ME*
9/15-16 Kokomo, IN*
9/30 Cordova, IL
10/6-7 Clarksville, TN*
* Indicates National
Info 708/250-0838

Dragbike! USA Nat'l C'ship Drag Race Series
9/8-9 Bakersfield, CA
9/29-30 Houston, TX
10/6-7 Bradenton, FL
10/20-21 Los Angeles, CA
11/3-4 Phoenix, AZ
11/16-18 Gainesville, FL
Info 315/735-1661

IHRA Drag Race Series
9/8-9 Atco, NJ
Info 609/768-2167

SETRA C'ship Enduro Series
8/26 Cochran, GA
9/9 Wilmington, SC
8/23 Jemison, AL
10/14 Tallahassee, FL
11/4 Maplesville, AL
1/31/91 Charleston, SC
1/27 Sumter, SC
3/3 Pelion, SC
3/10 Deland, FL
3/17 Maxeys, GA
3/31 Brown Mt. Bch., NC
4/28 Olustee, FL
5/5 Clinton, SC
Info 912/882-6483

SETRA C'ship Hare Scrambles Series
9/2 Jasper, FL
9/16 Abbeville, SC
9/30 Bremen, GA
10/21 Brown Mt. Bch., NC
10/28 Dahlonega, GA
11/18 Montgomery, AL
12/9 Ft. Gaines, GA
2/17/91 Johnsonville, SC
2/24 Maxeys, GA
4/14 Sumter, SC
5/12 Jasper, AL
Info 912/882-6483

Virginia C'ship Hare Scrambles Series
9/9 Budds Creek, MD
9/16 Middlebrook, VA
9/30 Smith Mtn. Lake, VA
10/14 Newport News, VA
10/21 Fort Picket, VA
11/4 Martinsville, VA
Info 804/255-4620 or 851-0322

SERA Enduro Series
8/26 Cumberland Mtn., AL
9/9 Gatesville, MS
9/23 Jemison, AL
10/7 Forest Hill, LA
11/4 Maplesville, AL
Info 504/748-8693

SERA Hare Scrambles Series
9/16 TBA
10/21 Tupelo, MS
11/11 Birmingham, AL
Info 504/748-8693

AHRMA Nat'l C'ship Vintage MX Series
9/14 Steamboat Springs, CO
10/13 New Berlin, NY
Info 603/673-0993 (Eastern events)
213/490-0012 (Western Events)

AHRMA Regional Championship Vintage MX Series
9/30 Fernley, NV
10/21 Palmdale, CA
11/11 Tulare, CA
Info 603/673-0993 (Eastern events)
213/490-0012 (Western events)

AHRMA Nat'l C'ship Vintage Road Race Series
9/9 Topeka, KS
9/15 Steamboat Springs, CO
Info 304/291-2253

AHRMA Regional C'ship Vintage Road Race Series
11/1 Braselton, GA
Info 304/291-2253

AHRMA Nat'l C'ship Vintage Trials Series
9/13 Steamboat Springs, CO
Info 609/426-4387 (Eastern events)
805/831-5229 (Western events)

MRA Road Race Series
9/15-16 Steamboat Springs, CO
9/23 Second Creek, CO
Info 303/789-2429

OCCRA Cross Country Series
9/9 Tulsa, OK
9/23 Lawton, OK
11/4 Lake Murray, OK
11/11 Tulsa, OK
11/18 Draper Lake, OK
Info 405/632-3370

RMEC Enduro Series
9/31 Cloudcroft, NM
Info 307/742-4136

Black Jack Enduro Circuit
9/16 Little Rock, AR
9/30 Stillwater, OK
10/14 Tulsa, OK
10/28 Oklahoma City, OK
Info 405/340-7478.

Missouri Hare Scrambles C'ship Series
9/9 Canton, MO
9/30 Flat River, MO
10/21 Potosi, MO
10/28 Belleville, IL
Info 314/291-7091

N. Indiana Hare Scrambles Series
10/28 Plymouth, IN
12/2 Plymouth, IN
Info 219/831-2345

CRA Road Race Series
9/15-16 Brainerd, MN
9/29-30 Brainerd, MN
Info 612/331-6810

ATA Observed Trials C'ship Series
9/16 Cactus Flats, CA
10/7 Corral Canyon, CA
10/28 Stoddard Valley, CA
11/11 Little Rock Canyon, CA
12/30-31 UCAN Classic Oatman,AZ
Info 213/259-6631

USBA Road Race Series
9/9 Salt Lake City, UT
10/6-7 Salt Lake City, UT
Info 801/979-9091

ARRA Road Race Series
9/15-16 Willow Springs, CA
9/22-23 WIlow Springs, CA
10/20-21 Willow Springs, CA
11/17-18 Willow Springs, CA
12/15-16 Willow Springs, CA
Info 805/966-5700

AFM Road Race Series
9/3 Sonoma, CA
Info 415/482-3526

OMRRA Road Race Series
9/23 Portland, OR
10/7 Portland, OR
Info 503/221-1487

SCORE Int'l Off-Road Series
11/8-11 Baja 1000 Ensenada, BC, MEX
Info 818/889-9216.

NMA Enduro Series
9/23 Mt. Vernon, WA
10/28 Bellingham, WA
Info 206/943-1559

NMA Off-Road Series
9/8 Goldbar, WA
9/30 Shelton, WA
11/11 Shelton, WA
11/18 Bellingham, WA
Info 206/943-1559

WMRRA Road Race Series
10/7 Kent, WA
Info 206/363-3597

Golden Crown of Baja Off-Road Desert Series
9/21-23 Gran Carrera de Campeones San Felipe, MEX
Info 818/340-5750

Grans Prix de Baja Series
10/6 Ensenada GP Ensenada, MEX
11/17 San Felipe GP San Felipe, MEX
Info 818/340-5750

MTEG Off-Road Gran Prix Series
9/15 Las Vegas, NV
9/29 Denver, CO
10/TBA San Francisco, CA

CMC Trans-Cal MX Nationals
Southern Series
9/3 San Bernardino, CA
9/9 Carlsbad, CA
Northern Series
8/26 Carson City, NV
9/8 Sacramento, CA
Trans-Cal Showdown
9/15-16 Marysville, CA
Info 714/261-6116

GFI Fall Series
South Series
9/2 Perris CA
9/9 Palmdale, CA
9/16 Perris, CA
9/23 San Bernardino, CA
9/30 Perris, CA
North Series
9/2 Chowchilla, CA
9/9 Brentwood, CA
9/16 Huron, CA
9/23 Fernley, NV
9/30 Chowchilla, CA
10/7 Marysville, CA

Sabine Enduro Circuit
9/9 Saint Jo, TX
9/23 New Waverly, TX
10/21 Forest Hill, LA
11/3-4 Muenster, TX
3/10/91 String Prairie, TX
3/TBA Leesville, LA
4/7 Nacogdoches, TX
Info 409/722-7926

High Plains Enduro Circuit
9/30 Cloudcroft, NM
10/7 Memphis, TX
10/14 Post, TX
11/18 Spur, TX
12/1-2 Lubbock, TX
12/16 Turkey, TX
2/10/91 Carlsbad, NM
2/24 Odessa, TX
3/24 San Angelo, TX
4/14 Post, TX
Info 806/795-1218

South Texas Hare Scramble Series
9/10 High Grove, TX
9/30 Sabanal, TX
10/21 Bastrop, TX
11/11 Rockne, TX
11/18 Trinity, TX
12/2 San Antonio, TX
12/16 Houston, TX
1/13/91 Cleveland, TX
1/27 Smithville, TX
2/10 San Antonio, TX
2/24 High Grove, TX
Info 1-800-292-0132

AUGUST

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

SEPTEMBER

S	M	T	W	T	F	S
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

● Denotes Pro Payback

August 22

CALIFORNIA SPEEDWAY
● Glen helen OHV Park, San Bernardino. Info 714/880-1733.

August 23

KENTUCKY MOTOCROSS
US 60 Raceway MX, Hardinsburg. Info 502/935-7674 or 257-2430.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 24

CALIFORNIA TT
● GFI Supersport. Little Oakie, Madera. Info 209/673-8080.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA STADIUM MX
● CMC. Motobowl, Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
Fast Fridays Speedway Racing. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SHORT TRACK
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
DELAWARE SHORT TRACK/ SUPERCROSS
● Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NEVADA MOTOCROSS
● CMC. Silver State MX, Carson City. Info 916/544-0548 or 702/883-1009.
NORTH CAROLINA MOTOCROSS
● AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
● AMA/Western Hills Honda. Lawrenceburg Speedway, Cincinnati. Info 513/662-7759.
OHIO MOTOCROSS
● AMA/D-5. Honda Hills, Linnville. Info 1-CS-EAT-DIRT. CANCELED
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.

August 24-25

PENNSYLVANIA ROAD RACE
WERA Pro & Nat'l Endurance Series. Pocono Int'l Raceway, Long Pond. Info 803/681-9372.

August 24-26

OREGON ROAD RACE
AMA Nat'l C'ship Road Race Series. Portland Int'l Raeway, Portland. Info 614/891-2425.

August 25

ALABAMA MOTOCROSS
● Warrior MX/TT Park, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
● CMC. Phoenix Raceway, Phoenix. Info 602/944-2639.
CALIFORNIA SUPERCROSS
AMA/D-36/ARA. California State SX C'ship Series. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
● CMC. Marysville Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
DELAWARE SHORT TRACK
AMA/D-7/DE Motor Sport Inc. Seaford Speedway,a Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK/ MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
GEORGIA SUPERCROSS
● Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA MOTOCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8454 or 920-1033.
GEORGIA SUPERCROSS
● Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
ILLINOIS HILLCLIMB
Cahokia Creek Dirt Riders, White City. Info 217/835-4579.
INDIANA MOTOCROSS
AMA/D-15/Red Fox TNT. Posey County Fsairgrounds, New Harmony. Info 812/985-9459.
INDIANA MILE
● AMA/Camel Pro Nat'l Dirt Track Series. Indiana State Fairgrounds, Indianapolis. Info 614/891-2425 or 317/927-1482.
KANSAS SHORT TRACK
KORR C'ship Series. Wichita. Info 316/945-8221.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MINNESOTA SHORT TRACK
DTRA. Isanti County Fairgrounds, Cambridge. Info 612/560-0062 or 571-9965.
MISSOURI MOTOCROSS
Sprout Patch Competition. The Sprout Patch, Billings. Info 417/744-2593.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas/Henderson. Info 702/365-1080.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
● AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11. Muskigum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsports Park, Delta. Info 419/666-8413.
OHIO SHORT TRACK/TT
● Thumpermania for 4-Strokes. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO POKER RUN
Mansfield MC, Mansfield. Info 419/529-6561.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Off Road Riders, Berwick. Info 717/759-2841.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City.Info 615/691-7531 or 986-1617.
TENNESSEE MOTOCROSS
● Dallas Ricker Complex, Kingsport. Info 615/239-9988 or 234-0772.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

August 25-26

CALIFORNIA SHORT TRACK/ SCRAMBLES
● R & D Enterprises. AAnnual Mid-State C'ship. Bolado Park, Hollister. Info 408/449-7367.
CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Riders. Hi Sierra 250. Bishop to June Lake & back, Bishop. Info 213/867-7429.
CALIFORNIA MOTOCROSS
● USA World C'ship MX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
IDAHO SUPERCROSS
SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
NORTH CAROLINA DRAGS
● HDRA/SCRA. All Harley Drags. Rockingham Int'l Dragway, Rockingham. Info 919/229-4877.
PENNSYLVANIA SUPERCROSS
AMA/D-7 C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.

August 26

ALABAMA ENDURO
SERA Enduro Series. North Alabama Trail Riders, Cumberland Mountain. Info 504/748-8693 or 748-8569.
ALABAMA TRIAL
Alder Springs Trial. Huntsville Trials Club. Guntersville. Info 205/721-5495 or 880-2123.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA RALLY
AMA/Greg Scheid & Assoc. Northern California Festival. Casa de Fruta, Hollister. Info 408/972-8063.
CALIFORNIA TRIALS
PITS. High Sierra Classic, Donner. Info 209/293-4768.
COLORADO MOTOCROSS
● Sports Riders Assn. of CO. Pueblo Motorsports, Pueblo. Info 303/988-7722.
GEORGIA ENDURO
SETRA/FTR. 15th Annual Cochran Fun Run. Cochran Bleckley Jaycee's Barn, Cochran. Info 912/934-6206 or 746-3210.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
IOWA HARE SCRAMBLES
Central Iowa Enduro Riders Two Hour H.S. Jerry Rabiner Boys Ranch, FFort Dodge. Info 515/279-3962.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Mohawk. Cheshire. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MICHIGAN MOTOCROSS
AMA/D-14/Bear Bottom Promotions. Brown City MX, Brown City. Info 313/395-2169.
MICHIGAN ENDURO
Great Lakes Enduro Series. Moorestown. Info 517/322-2237.
MINNESOTA MOTOCROSS
AMA/D-23. Midway Recreation Park, Kellogg. Info 507/534-2841.
MISSISSIPPI MOTOCROSS
Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 901/386-3256.
NEBRASKA MOTOCROSS
● Cornhusker MX Circuit. North Platte. Info 308/532-6660.
NEVADA MOTOCROSS
● CMC Trans-Cal Series, North. Silver State MX, Carson City. Info 714/261-6116.
NEW JERSEY ENDURO
ECEA C'ship Series. Beehive Enduro. Competition Dirt Riders. Mauricetown. Info 609/327-5015.
NEW YORK MOTOCROSS
D-3. Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK MOTOCROSS
WNYSC. Silvarole's MX Park, Batavia. Info 716/272-0741 or 594-0482.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/784-6513.
NORTH CAROLINA MOTOCROSS
AMA/D-29. Devil's Ridge MX, Sanford. Info 919/776-2412.
NORTH CAROLINA MOTOCROSS
Yamaha Summer Series. Between Hayesville & Murphy. Info 704/837-8916.
OHIO MOTOCROSS
Smith Road Raceway, Medina. Info 216/725-8569.
OHIO HARE SCRAMBLE
Ohio Cross Country Series, #2. Malvern Moto Sport Park, Malvern. Info 216/669-3504.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO-MOTOCROSS
● AMA. Swingley/Kramer Memorial. Kenworthy's GP Club, Troy. Info 513/335-4763.
OHIO MOTOCROSS
CRA/Amherst MC. Lorain County Fairgrounds, Lorain. Info 216/948-1478.
OREGON MOTOCROSS
MXNW Series. Eugene MX, Eugene. Info 503/686-0661.
OREGON MOTOCROSS
MXNW Series. Mt. View MX, Sandy. Info 503/668-9409.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bellco. Steel City Raceway, Delmont. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Pagoda MC, Birdsboro. Info 215/582-3717.
PENNSYLVANIA POKER RUN
AMA/D-6. Gentlemen MC, Millersville. Info 717/872-7051.
PENNSYLVANIA POKER RUN
AMA/D-6. Waynesboro MC, Waynesboro. Info 717/762-6102.
PENNSYLVANIA POKER RUN
AMA/D-6. Blue Comet MC, Skippack. Info 215/723-8518.
SOUTH DAKOTA MOTOCROSS
Yankton Scramblers Track, Yankton. Info 605/665-9535.
TENNESSEE MOTOCROSS
AMA/TN C'shp Series. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.
TEXAS CROSS COUNTRY
TCCRA. Paris. Info 214/790-1221 or 259-2479.
WEST VIRGINIA MOTOCROSS
● C & M Productions. Go-Mart Outlaw State C'ship Series, #1. Birch River Raceway, Birch River. Info 304/872-2382 or 872-4242.
WYOMING MOTOCROSS
Casper Dirt Riders, Glenrock. Info 307/577-1267.

August 29

CALIFORNIA SPEEDWAY
● AMA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.

August 30

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 31

CALIFORNIA SPEEDWAY
● International Speedway. Orange Count Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SUPERCROSS
GFI. Bakersfield Speedway, Bakersfield. Info 805/393-3373 or 393-3835.

SYRACUSE GOLD CUP MILE

CIRCLE BELL ENTERPRISES

SEPTEMBER 9, 1990 SUNDAY 2 PM

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PLUS: SYRACUSE NY SPEED WEEK
•Sept. 6, Thurs. MIDDLETOWN
•Sept. 7, Fri. GENEVA
•Sept. 8, Sat. WEEDSPORT
•Sept. 9, Sun. SYRACUSE

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DE ANZA CYCLE PARK
1990 RACE SCHEDULE
100% PRO PAYBACK
Sun. Aug 26 NO DRC MX
Track will be prepared and watered for practice
Sun. Sept. 2 DRC MX
No Membership Required
Sun. Sept. 9 DRC MX
No Membership Required
Sun. Sept. 16 DRC MX
No Membership Required
Park is open 7 days a week for MX practice & Open Trail riding 8:30 A.M. - 4:30 P.M.
MX TRACK IS PREPARED & WATERED
EVERY SAT. FOR PRACTICE 7:30 A.M. - 5:00 P.M.
Sunday gates open: 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

GFI/PERRIS RACEWAY
1990 SCHEDULE

Sat. Aug. 25	GFI at Night	Perris Raceway
Sun. Aug. 26	NO RACE in support of USGP	Glen Helen
Sat. Sept. 1	GFI Super Sat. MX	Perris Raceway
Sat. Sept. 1	Rnd. 1 Fall Series (North)	Chowchilla
Sun. Sept. 2	Rnd. 1 Fall Series (South)	Perris Raceway

(714) 788-5853

CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Racing at LACR Every Friday Night MX
Sun. Aug. 26 MX LA County Raceway
Sun. Sept. 2 MX Sunrise
Mon. Sept. 3 GP LA County Raceway
Outlaw
Sun. Sept. 9 MX LA County Raceway
Next Vintage Race
Mon. Sept. 3 GP LA County Raceway
** Open Practice **
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

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DOUBLE CROSS RACING
SEPT 2
No Sweat GP
Glen Helen
$ Money Team Race $
30% Trophies
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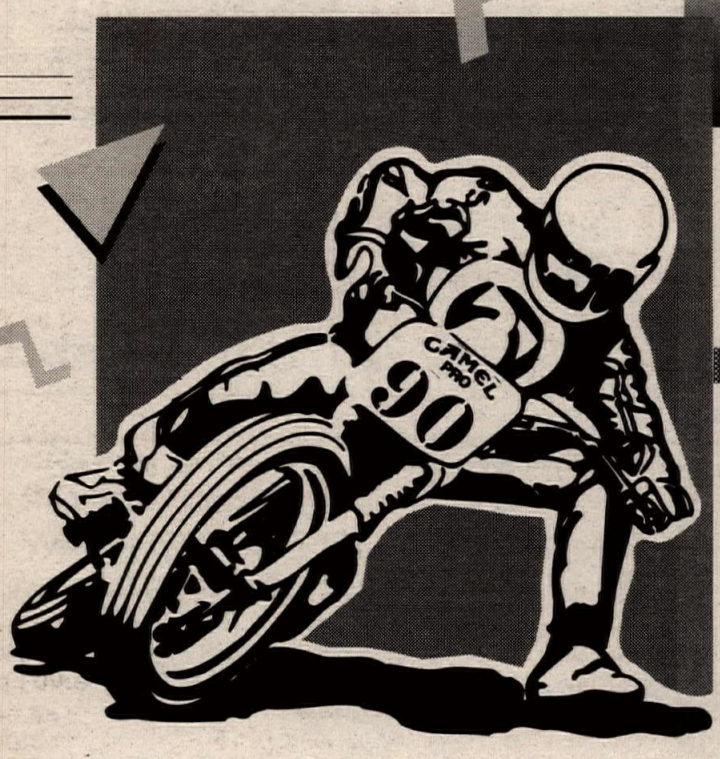

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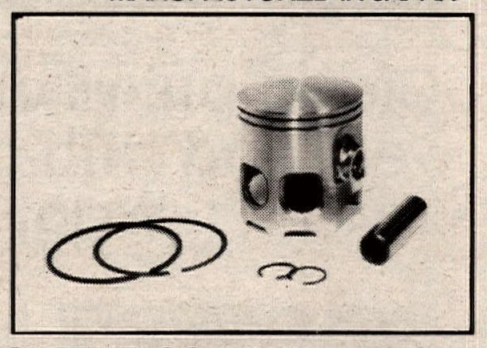

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SUMMER NATIONALS SEPTEMBER 1-2, 1990
Where the "Baddest of the Bad" go to race!

- ALL RACES 100% PAY BACK AND TROPHIES
- State of the art electronic race system
- All races are double elimination and race 300 feet
- 14 different classes for motorcycles, 3 wheelers and quads
- ALL - 2 stroke 3 & 4 wheelers race 2 stroke 3 & 4 wheelers
- ALL - 4 stroke 3 & 4 wheelers race 4 stroke 3 & 4 wheelers

This race will be featured in a future issue of Cycle News

Saturday: Gates open 4:00 pm
Registration Ends 6:30 pm
Races start 7:00 pm
Sunday: Gates open 1:00 pm
Races start 3:00 pm

For more information call Jeff Castellaw @ (901) 656-2320

CALENDAR

CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
MotoBowl. Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 3633-2645.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
IOWA HALF MILE
J & P Promotions/Chief Blackhawk Chapter's Nat'l Meet. 2nd Annual Nostalgic Antique H.M. Mississippi Valley Fairgrounds, Davenport. Info 319/462-4605.
NEVADA MOTOCROSS
• CMC. Silver State MX, Carson City. Info 916/544-05548 or 702/883-1009.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
• AMA/Western Hills Honda. Lawrenceburg Speedway, Cincinati. Info 513/662-7759.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

September 1

ALABAMA MOTOCROSS
County Line Raceway, Besemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
• CMC. Canyon Raceway, Phoenix. Info 602/944-2639.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SUPERCROSS
AMA/D-36/ARA. CA State SX C'ship Series. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
COLORAO TRIALS
RMTA Series. Turkey Rock. Info 303/841-2014.
COLORADO SHORT TRACK
• AMA/Freedom H-D. Island Grove Park, Greeley. Info 303/238-0425.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
IDAHO SHORT TRACK
AMA. Triber's Stateline Speedway, Stateline. Info 509/226-0656.
MICHIGAN HALF MILE
AMA. I-96 Speedway, Lake Odessa. Info 616/642-6500.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO SHORT TRACK TT
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO SUPERCROSS
Professional Supercross Park, Lucasville. Info 614/259-4672.
OHIO SHORT TRACK
Mansfield MC clubgrounds, Mansfield. Info 419/529-6561.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/691-7531 or 986-1617.
TEXAS SHORT TRACK TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

September 1-2

CALIFORNIA MINI MX
• CMMC 6th Annual Mini Nat'ls. Barona Oaks Raceway, Ramona. Info 619/561-9016 or 749-6615.
ILLINOIS RALLY
Nat'l Rally #2. V-4 Ex-Reps & Nat'l Wood Haulers Inc. Springfield. Info 217/523-1299.
MICHIGAN MOTOCROSS
MRA. Baja Acres, Millington. Info 517/871-3356.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
NEW YORK MOTOCROSS
• AMA Nat'l 125/500cc C'ship Series. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NEW YORK ROAD RACE
GP/PRO Series. Bridgehampton, L.I. Info 914/679-5547.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/669-3504.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
OREGON MOTOCROSS
MXNW Series. Albany MX, Albany. Info 503/928-4474.
TENNESSEE ROAD RACE
WERA Nat'l Endurance & Pro Series. Memphis Motorsports Park, Millington. Info 803/681-9372.
WYOMING MOTOCROSS
AMA/Sweetwater Motor Sports/ Fly by Night Racing. Sweetwater Motoplex, Rock Springs. Info 307/382-3075.

September 2

CALIFORNIA GRAND PRIX
Double Cross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MINI RR
NMA/RMD Promotions Mini Road Race. Amago Raceway, Lake Henshaw. Info 213/854-5214 or 868-8112.
COLORADO TRIALS
RMTA Series #8. Turkey Rock. Info 303/841-2014.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA HARE SCRAMBLES
AMA/SETRA C'ship Series/FTR/ Palm Beach Track & Trail Riders. Br'er Fox HS. Jasper. Info 407/969-3247.
ILLINOIS MILE
• AMA/Camel Pro Nat'l Dirt Track Series. IL State Fairgrounds, Springfield. Info 217/753-8866.
INDIANA HARE SCRAMBLES
Royal Mitchell HS. Garrison Farm, Andrews. Info 219/745-3755 o 356-3297.
MARYLAND MOTOCROSS
AMA. Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MICHIGAN SHORT TRACK
I-96 Speedway, Lake Odessa. Info 616/642-6500.
NEBRASKA DRAGS
• AMRA All Harley Drag Race Series. Nebraska Motorplex, Scriber. Info 402/476-3540.
NEW JERSEY MOTOCROSS
AMA. Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NORTH CAROLINA MOTOCROSS
Brasstown Fever MX. Brasstown. Info 704/837-8916.
OHIO HARE SCRAMBLE
CRA. Moto Sport Trails, Milport. Info 216/823-9069.
OHIO HARE SCRAMBLES
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hideaway MX, Shippensburg. Info 717/423-6653.
PENNSYLVANIA POKER RUN
AMA/D-6. Lebanon Valley MC, Lebanon. Info 717/272-6896 or 270-9797.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 o 453-8203.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS HARE SCRAMBLE
AMA/Texas Scrambles Assn. Bender Estate Humble, Houston. Info 713/975-9649.
WEST VIRGINIA MOTOCROSS
• C & M Productions. Go-Mart Outlaw State C'ship Series. Birch River Raceway, Birch River. Info 304/872-2382 or 872-4242.
WISCONSIN HALF MILE
• AMA/Badger Racing Assn. Central WI State Fair, Wood County Fairgrounds, Marshfield. Info 414/699-3387.

September 2-3

ARKANSAS MOTOCROSS
Arkansas Motosports, Inc. Burns Park, North Little Rock. Info 501/758-7936.
IDAHO MOTOCROSS
Idaho Centennial Series. Fossil Bowl, Clarkia. Info 208/245-3608.
MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/772-0685.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Flying Dutchmen MC, Schuylkill Haven. Info 717/345-6340 or 385-3515.

September 3

CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROAD RACE
• AFM. Sears Point Raceway, Sonoma. Info 415/482-3526.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Nat'ls, South. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
MICHIGAN TT SCRAMBLES
I-96 Speedway, Lake Odessa. Info 616/642-6500.
MICHIGAN MOTOCROSS
• AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills MX Park, Cincinnati. Info 513/738-0307.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT.
OHIO HALF MILE
AMA/Triangle MC. Crawford County Fairgrounds, Bucyrus. Info 614/389-1925.
PENNSYLVANIA MOTOCROSS
AMA/D-6. 8th Annual Tony D. School PA State C'ships. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA POKER RUN
AMA/D-6. Schuylkill County MC, Schuylkill Haven. Info 717/385-1460.

September 5

CALIFORNIA SPEEDWAY
• AMA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
MICHIGAN SUPERCROSS
• MRA. Saline Fair SX. Saline Fairgrounds, Saline. Info 517/522-4380 or 522-4380.

September 6

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 7

CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NEVADA MOTOCROSS
• CMC. Silver State MX, Carson City. Info 916/544-0548 or 702/883-1009.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

September 7-9

KANSAS ROAD RACE
AMA Nat'l C'ship Superbike Challenge. Heartland Park Topeka, Topeka. Info 913/862-7223.

September 8

ALABAMA MOTOCROSS
County Line Raceways, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Nat'ls, North. Sacramento Raceway, Sacramento. Info 714/261-6116.
CALIFORNIA SUPERCROSS
AMA/D-36/ARA. CA State SX C'ship Series. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MX/AX/SX
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.

GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA MOTOCROSS
AMA/Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464 or 920-1033.
ILLINOIS TT SCRAMBLES/MX
AMA/Belleville Enduro Team, Belleville. Info 618/277-DIRT.
KANSAS SHORT TRACK
KORR C'ship Series. Wichita. Info 316/945-8221.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
MISSOURI MOTOCROSS
Sprout Patch Competition. The Sprout Patch, Billings. Info 417/744-2593.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
OHIO HARE SCRAMBLE
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SHORT TRACK TT
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO SUPERCROSS
AMA/D-11/Action Sports Promotions. Action Sports Center, Nelsonville. Info 614/594-MOTO.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/691-7531 or 986-1617.
TENNESSEE MOTOCROSS
• Dallas Ricker Complex, Kingsport. Info 615/239-9988 or 234-0772.
TEXAS SHORT TRACK TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON HARE SCRAMBLES
NMA Off-Road Series. Stumpjumpers Golden Spike HS. Goldbar. Info 206/943-1559.

September 8-9

CALIFORNIA DRAGS
• Dragbike! USA Nat'l C'ship Series. 13th Annual Westernationals. Bakersfield Raceway, Bakersfield. Info 315/735-1661.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Series. Glen Helen OHV park, San Bernardino. Info 714/880-1733.
CANADA ROAD RACE
• RACE/CMRA/Western Canada C'ships. Race City Speedway, Calgary, Alberta. Info 403/277-8297.
MAINE DRAGS
AMRA All-Harley Drag Race Series. N.E. Harley Nat'l. Oxford Plains Dragway, Oxford. Info 508/865-1023.
NEW JERSEY DRAGS
• IHRA M/C Division US Nat'ls/World Finals. Atco Raceway, Atco. Info 609/768-2167.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsports Park, Delta. Info 419/666-8413.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
WEST VIRGINIA CROSS COUNTRY
• C & M Productions. Nat'l C.C. C'ships. Birch River Raceway, Birch River. Info 304/872-2382 or 872-4242.

September 9

CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Nat'ls, South. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Stuart Engineering Dez Sprint. Plaster City West, El Centro. Info 619/427-5759.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
IDAHO HALF MILE
• AMA/Coeur D'Alene Classic. Kootenai County Fairgrounds, Coeur D'Alene. Info 206/432-9121 or 208/772-3585.
INDIANA MOTOCROSS
AMA/D-15. Hoosier Hilltoppers clubgrounds, Uniontown. Info 812/522-1522.
IOWA TRIALS
All Iowa Trials Riders Assn. Wade Clark Farm, Jesup. Info 319/233-2850.
IOWA HILLCLIMB/SWAP MEET
J & P Promotions. Anamosa. Info 319/462-4605.
KANSAS MOTOCROSS
KORR C'ship Series. Wichita. Info 316/945-8221.
MARYLAND HARE SCRAMBLE
VA C'ship H.S. Series. Blue-Gray 100. Budds Creek MX Park, Leonardtown. Info 301/475-2000.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Greylock. Lee. Info 203/875-5757.
MICHIGAN SHORT TRACK/TT
AMA/D-14 TT Qualifier. Moreland's MX Park, Stanton. Info 517/235-4105.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI ENDURO
SERA Enduro Series. 13th Annual Turkey Creek Enduro Club, Gatesville. Info 504/748-8693.
MISSOURI HARE SCRAMBLES
MO H.S. Series. Coffee Creek Dirt Riders, Canton. Info 314/769-2794.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Ammonoosuc River, Shiftwater. Info 203/875-5757.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK MILE
• AMA/Camel Pro Nat'l Dirt Track Series. New York State Fairgrounds, Syracuse. Info 503/269-2474.
NEW YORK MOTOCROSS
WNYSC Series. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
Yamaha Summer Series/Blue Ridge Yamaha. Brasstown. Info 704/837-8916.
OHIO MOTOCROSS
CRA. Amherst Mmeadowlarks, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Moto Sport Park, Milport. Info 216/823-9069.
OHIO HARE SCRAMBLES
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills MX Park, Cincinnati. Info 513/738-0307.
OHIO MOTOCROSS
• AMA. Morristown Raceway Park, Morristown. Info 614/782-1015 or 304/281-RACE.
OHIO MOTOCROSS
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Tulsa. Info 405/632-3370.
OREGON SUPERCROSS
MXNW Series. Tillamook SX, Tillamook. Info 503/842-7419.
OREGON MOTOCROSS
MXNW Series. Eugene MX, Eugene. Info 503/686-0661..
OREGON MOTOCROSS
MXNW Series. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA ENDURO
AMA/ECEA/D-6. Moonshine Enduro. Valley Forge Trail Riders, Downington. Info 215/873-7584.
PENNSYLVANIA POKER RUN
AMA/D-6. Turnpike Ramblers, Carlisle. Info 717/249-8849.
PENNSYLVANIA POKER RUN
AMA/D-6. Garden Spot MC, Reamstown. Info 215/287-5451.
PENNSYLVANIA TRIALS
Mid-Atlantic Vintage Trials Series. CVTG. New Garden. Info 215/486-6846.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. Long Cane Enduro, Willington. Info 803/223-4093 or 459-2413.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek MX Park, Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
AMA. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.
TEXAS ENDURO
AMA/TSCEC/SEC/The Trailblazers. Jimmy Jack Enduro, Crowley. Info 817/297-9646.
TEXAS MOTOCROSS
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS CROSS COUNTRY
TCCRA. Swan MX, Tyler. Info 214/790-1221 or 259-2479.
VIRGINIA MOTOCROSS
AMA. Pro Sport MX. Wytheville. Info 703/228-3118.
WEST VIRGINIA CROSS COUNTRY
AMA/Wiseco Yamaha/Yokohama Series. River Days GNCC, Birch River. Info 304/594-1157.
WISCONSIN SHORT TRACK/MOTOCROSS
AMA/D-16. Aztalan Cycle Clubgrounds, Lake Mills. Info 414/786-4420.

September 12

CALIFORNIA SPEEDWAY
• AMA. Glen helen OHV Park, San Bernardino. Info 714/880-1733.

September 13

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 14

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

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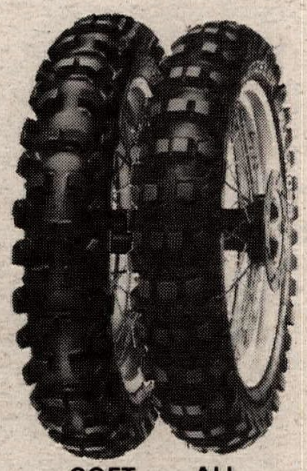
*SC 120/80 X 19	*AC 120/80 X 19
*SC 130/80 X 19	*AC 130/80 X 19

*Available August 1990



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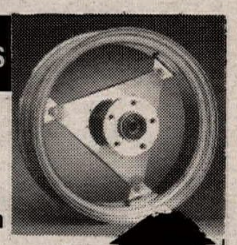

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RESULTS

Motocross
Moreland's MX
Stanton, MI
Aug. 5

200	
Christopher Anthes	
Bryan Bigelow	
Dan Vincent	
Doug Billot	
250	
Matt Schoonover	
Joe McCormick	
Ryan Brown	
Mike VanKeuren	
David Pluner	
251-400	
Doug O'Boyle	
Eric O'Boyle	
Thomas Harper	
Dan Diener	
Ross Robinson	
S/SR 40+	
John Warren	
Bob Wartson	
Bob Russell	
Glen O'Boyle	
Sam Basner	
500 A	
Ken Springsteen	
John Warren	
Eric O'Boyle	
Paul Kops	
Douglas O'Boyle	
500 B	
Matt Schoonover	
Don Dawe	
Rick Bannerman	
Randy Friars	
Mike Dickerson	
501-OPEN	
Scott Buchan	
Dave Kolenda	
Paul Kopp	
Tracy Chaffee	
Bill Russeell	
50	
Trevor Holloway	
Brett Pankey	
Steve Stordahl	
Billy Humphries	
Justin Humphries	
60	
B.J. Leach	Kaw
Scott Sargent	Kaw
Brandon Rose	Kaw
Trevor Holloway	Kaw
Greg Vincent	Hon
80	
Jason Sentell	Kaw
Bryan Bigelow	Kaw
Danny Vincent	Hon
Dan Kauffman	
Chadd Wittkoon	Hon
SR	
Mark Davidson	
Tom Cunnings	
Bert Cunnings	
Phil Klee	
Thomas Johnson	

Motocross
Honda Hills MX
Linnville, OH
Aug. 12

50	
Jeff Gibson	Yam
Corey Arnold	Yam
David Whitcraft	Yam
Shawn Miller	Yam
Derek Sturgell	Yam
65	
Mark Burkhart	Kaw
Chris Berry	Kaw
Scott McMillin	Kaw
Jeff Gibson	Kaw
Nicholas Cummings	Kaw
MINI JR	
Mark Burkhart	Yam
Wesley Boyd	Suz
Jason Frecker	Yam
Chris Berry	Yam
Travis Ruckman	Kaw
MINI SR	
Robbie Sturgell	Kaw
Ray Denig	Kaw
Jason Stewart	Kaw
Brian Flanagan	Kaw
Charlie Dunaway	Kaw
125 SCHBY	
Mike Baker	Kaw
Ray Denig	Hon
John Sims	Kaw
Jason Stewart	Kaw
Michael Hollen	Kaw
VET	
Evan Jones	Hon
Gerry Bennett	Hon
Todd Ervin	Hon
Rodney Frecker	Hon
Joe Collins	Hon
S/SR	
Don Hall	Yam
Robert Wilson	Yam
Terry Hartshorn	Hon
David Baker	KTM
Neal Ellis	Yam
25 PLUS	
Kirk Jeffries	Yam
Ty Seymour	Hon
Gerry Bennett	Hon
Tom Dolen	Hon
Tim Pennington	Suz
H/W SEMI PRO	
Scott Watkins	Hon
Jim Krauser	Kaw
125 B	
Joey Defelice	Hon
Kerk Jeffries	Yam
Tim Baker	Hon
Shawn Ehrhant	Suz
John Sims	Kaw
125 C	
Joel Henning	Suz
Gary Stacy	Suz
Adam Johnson	Hon
Brian Miley	Hon
Matt Eastman	Suz
250 B	
Mike Russell	Suz
Don Lewis	Kaw
Richard Robinson	Hon
Ty Seymour	Hon
Jamey Johnson	Kaw
250 C	
Ken Thomas	Hon
Matt Dicken	
Joe Cislo	Kaw
Brian Gonsen	Yam
Ben Lambert	Kaw
OPEN B	
Randy Thibaut	Hon
Martin McDonald	Kaw
Gregg Hubbs	Hon
Brian Dradt	Hon
John Packard	Hon

Motocross
DeAnza Cycle Park
Sunnymead, CA
Aug. 12

OPEN PRO	
Gregg Young	
OPEN NOV	
Michael Teutingtar	Hon
250 INT	
John Wall	Hon
250 NOV	
Kevin Esmautt	Kaw
Jeff Nutter	Hon
Patrick Purnell	Kaw
Alan Kent	
Mike Sohrt	Suz
MINI EX	
Richard Villasenor	Kaw
MINI BEG	
Benneth Francis	Suz
Ryan Banford	Hon
Jeff Fisher	Suz
Christopher Cheak	Suz
Glenn Branson	Yam
125 NOV	
Brian Hubert	Hon
Jeff Nutter	Kaw
125 BEG	
Jeff Verslys	Kaw
Kevin Wozniak	Suz
Eric Barrett	Kaw
Eric Doty	Kaw
Fred Manalona	Yam
250 BEG	
Jim Williams	Kaw
Tommy Brackens	Hon
Mark Reyes	Kaw
Keith Shigela	Kaw
Steve Skirvin	Kaw
OPEN BEG	
Jerry French	Hon
Scott Krueger	Yam
Chris Gendusa	Hon
VET NOV	
Jim Lacy	Hon
Michael Villa	Kaw
Mike Robres	Yam
Leonard Kirschner	Yam
Mike Falbo	Hus

Motocross
Central Mississippi MX Assoc.
Pearl, MS
Aug. 12
By Luther Stowers

80 JR	
Brad Cannon	Kaw
Joey LeBlanc	Kaw
80 SR	
Joffrey Easley	Kaw
Jonathan Hartfield	Kaw
Chris Shedd	Suz
Josh Valure	Hon
EX	
Chad Montero	Hon
Barry Weinberger	Hon
Allen Ross	Hon
125 INT	
Bret Beauchamp	Hon
BEG	
Russell Jones Jr.	Hon
Michael Miller	Hon
Matt Thomas	Hon
Mark Mihailoff	Kaw
125 NOV	
Chuck Barbari	Kaw
Scott Foutch	Kaw
Steve Clanitten	Hon
60	
Joey LeBlanc	Kaw
Chris Dawson	Kaw
0-105	
Joffrey Easley	Kaw
Josh Valure	Hon
Jonathan Hartfield	Kaw
MIXED OPEN	
Bret Beauchamp	Hon
Johnny Overby	Kaw
250 NOV	
Randy Dawson	Kaw

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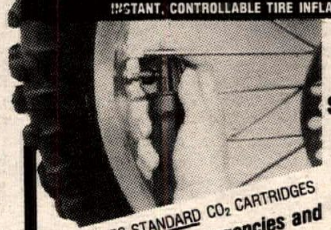

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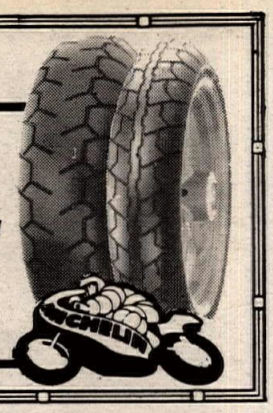

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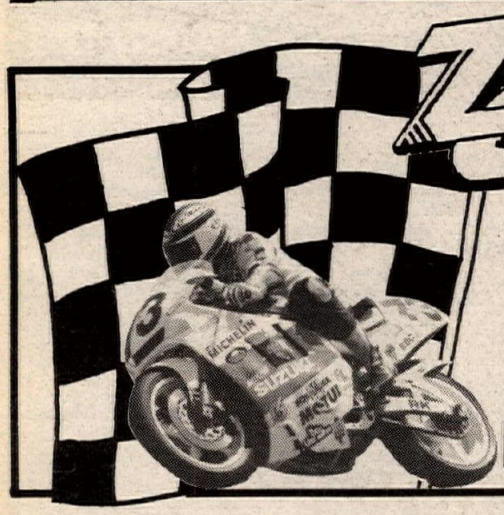

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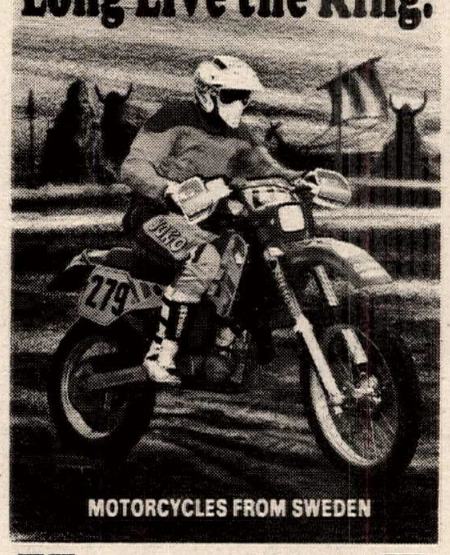

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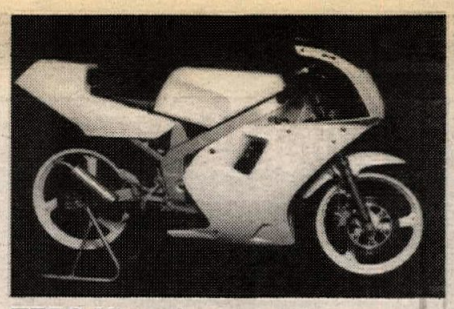

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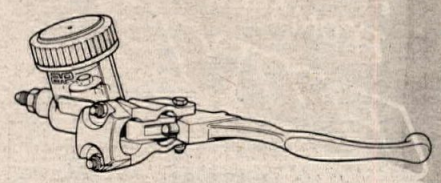

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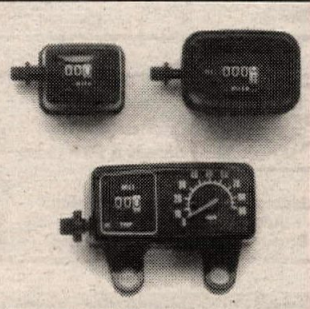

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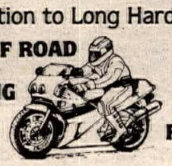

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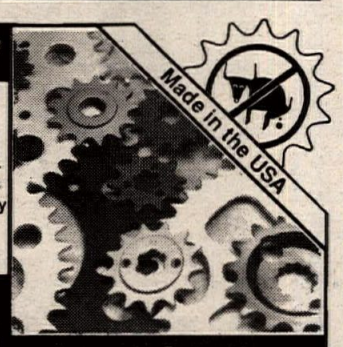

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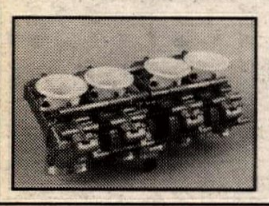

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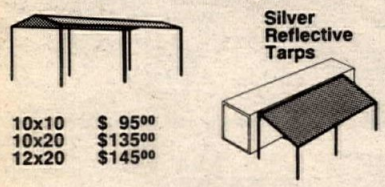

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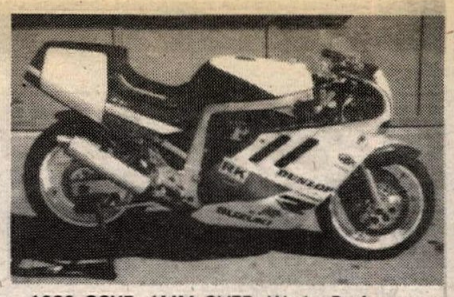

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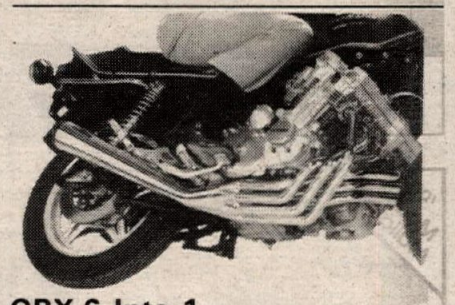

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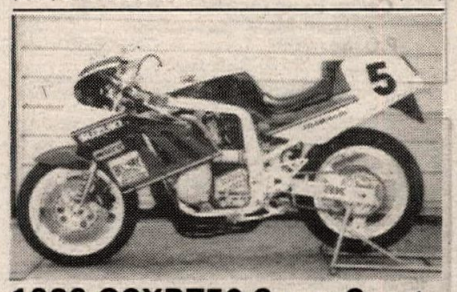

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RESULTS

Motocross
Carlsbad Raceway
Carlsbad, CA
Aug. 4
By Robert Failing

80 BEG
Joshua Amaradio Hon
Brian Rodriquez Hon
Manny Arias Yam
Bernhard Leitner Amp
Chris Mora Kaw
125 BEG
Michael Parkes Yam
Bret Milan Hon
Milano Schaeffer Hon
Bruce Forinash Yam
Robert Harrison Suz
250 BEG
Greg Burchell Hon
Dustin Northrip Hon
Andy Cripe Yam
Marty Bowman Hon
Ricky Fernandez Yam
500 BEG
Dan Campbell Hon
Tom Frazier Hon
Steve Mungari Suz
Alan Heffernan Hon
Bill Larkin Hon
25-29 BEG
Brent Bohlken Hon
Richard Spikerman Kaw
Peter Neumeuller Hon
Brian Salley Hon
VET BEG
John Tookey Kaw
Denis Boyle ATK
John Owen Suz
Dan McClintock Yam
Danny Boyle Kaw
125 JR
Ty Kady Kaw
Shay Fretnell Suz
Jonathan Knight Kaw
Richard McCarley Kaw
Michael Napoli Hon
250 JR
Ron Burrows Suz
Nick Abato Yam
Wolfgang Krogman Hon
Duane Quale Yam
Nick Katsandris KTM
500 JR
Eric Christiansen Hon
John Taylor Hon
Nick Costello Hon
Michael Wygant Hon
Ed Lowenberg ATK
BOMBER A
Robert Failing Yam
25-29 JR
Lincoln Peirsol Suz
Rick Zeigler Suz
Ron Burrows Suz
VET JR
Ray Pisarski Hon
Jim Hale Suz
David Hoffman Suz
Curtis Jablonski Hon
Russ Deweese Hon
OT JR
Bob Camping Hon
Chuck Caston Hon
Mike Stell KTM
80 INT
Ty Kady Kaw
125 INT
Billy Mercier Hon
Jason Marcus Hon
250 INT
Ulf Johansson Hon
500 INT
Robert Failing Hon
Jon Neill Hon
Tim Harris Yam
Todd Freistat Hon
VET INT
Tom Knapp Hon
Brian Schmuckle Hon
Jim Beaty Hon
J.S. Hanson Hon
Rick Richards Kaw
OT INT
Ron Tuzinski Hon
Clive Cheffins Kaw
Bill Malone Hon
Ira Meiberger Hon
VET EX
Robert Failing Hon
OT EX
John Knight Kaw
George Kohler Hon
Tim Daily Yam
Mike Collins Hon
Jody Weisel Suz
125 PRO
Tony Amaradio Yam
Fred Willert Suz
250 PRO
Jim Chamberlain Suz
Billy Frank Yam
Steve Shippy Suz
Terry Fowler Suz
Robert Nolin Yam
500 PRO
Rick Johnson Hon
Greg Zitterkopf ATK
Rex Staten Hon
Willy Musgrave ATK
Marc Peters Hon
VET PRO
Rex Staten Hon
Scot Harden KTM
Marc Crosby Yam
Donald Leib Kaw
Willy Haney Hon

Motocross
Coos Bay Int'l Spdwy
Coos Bay, OR
Aug. 10

P/W
Brant Brewer Suz
NOV 80
Randy Ulmer Kaw
Tony Ritchey Kaw
NOV 125
Rusty Ulmer Yam
Trent Mueller Kaw
Jake Trice Hon
NOV 250
Bill Streb Kaw
Thomas Boyd Hon
Marty Gasner Kaw
EX OPEN
Will Coleman Suz
Jeff Brugnoli Suz
James Miller Hon
30-40 YR OLD
Chris Albert Hon
Joe Gisholt Hon
Mike Smith Hon

Motocross
I-40 Moto-X
Lenior City, TN
Aug. 11
By Jennifer Vinson

50
Justin McElroy Hon
Dusty Tindell Yam
Patrick Haynes Yam
Dereck Blair Hon
Ricky Irwin Yam
60
Byron Robinette Kaw
Scott Blair Hon
Damian Headrick Kaw
Dusty Tindell Yam
80 JR MINI
Matt Harrison Kaw
Jsaon Welshan Kaw
Chad Huffstetler Kaw
Scott Blair Hon
Camden Guyton Yam
80 SR MINI
Jamie Harrison Kaw
Jason McCall Kaw
Neal Wilson Kaw
Chris Bault Suz
Sammy Hayes Kaw
OPEN PRO
Mike Padgett Yam
Larry Bolden Yam
125 B
Stevy Hyatt Yam
Tommy Owens Hon
Shane Jenkins Kaw
125 C
Todd Huffstetler Kaw
Rodney Gardner Yam
Clint Pilgrim Hon
Scott Skinner KTM
James McGinnis Hon
250 C
Bill Lemons Suz
Jon Tyus Kaw
Jeff Byrd Yam
Lonnie Abbott Suz
Joey Hall Hon
25+
Billy Adkins Hon
Junior Burke Suz
Greg Bergen Hon
Joey Hall Hon
Larry Ottinger Yam
30+
Ron Nelson Hon
Jerry Hebel Hon
Jeff Sherrod Yam
Lonnie Abbott Suz
Gary Waldroup Yam
210+
Gary Reynolds Kaw
James McEachern Suz
Mark Moore Hon
Gary Waldroup Yam
Jeff Sherrod Yam
OPEN
Ron Nelson Hon
Jeff Byrd Yam
Bob Shannon Kaw
Jon Tyus ATK
Dewayne Johnson Hon
ENDR
David Farris KTM
Will Donegan KTM
Randy Jordan Yam
Scott Johnson Yam
U/L AM
Jamie Harrison Suz
Shane Jenkins Kaw
Clint Pilgrim Kaw
Bo Collins Kaw
Scott Skinner KTM

Motocross & TT
Warrior MX Pk.
Warrior, AL
Aug. 11
By Gary Ross

JR MINI
Jeremy Ballenger Kaw
Eric Elam Kaw
Matthew Stewart Yam
Blake Dewitt Suz
SR MINI
Todd Beasley Suz
125 B
Scott Stephens Kaw
Joey Siragusa Yam
125 C
Chris Goodwin Kaw
Rodney Mills Hon
Frank Spann Kaw
Bubba Bruce Hon
Chid Raderchak Yam
250 A
Kevin Dollar Suz
Darryl Ahonen Kaw
250 B
Scott Jewell Yam
Kenny Stowe Suz
250 C
Todd Stettler Kaw
Bart Harkins Suz
Gary Raabe Hon
David Butler Hon
Mark Rusak Suz
2 YR & OLDER
Steve Parrish Kaw
Chris Goodwin Suz
Don Wyatt Hon
Tate Rodgers Suz
Lee Nichols Suz
SR MEN
Gary Raabe Hon
Joey Bocchino Hon
Jon Minor Suz
Charlie Hunnicut Hon
Max Gray Hon
MX MONEY RUN
Darryl Ahonen Kaw
Kevin Dollar Suz
Scott Jewell Yam
Joey Siragusa Yam
Chad Maddox Suz
TT MONEY RUN
Shannon Aaron Suz
Josh Foster Yam
Johnnie Hovile Hon
Bill Cox Hon
Richard Shirley Hon

Road Race
Hallett Raceway
Hallett, OK
Aug. 11-12
By Monica Greene

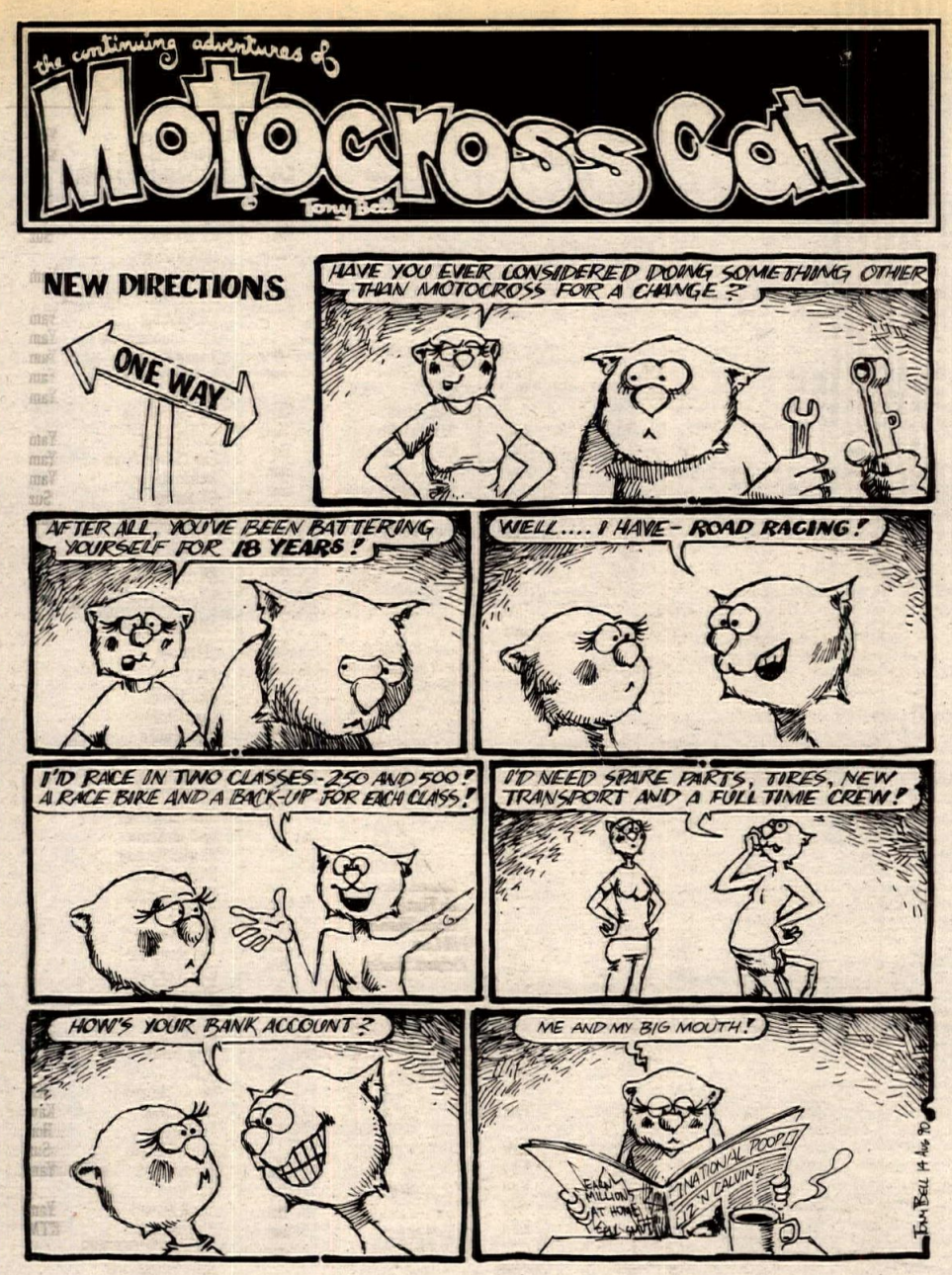
U/L S/SPRT EX
Ed Miles Kaw
M/W GP EX
Sam McDonald Yam
Matt Greene Yam
Phil McDonald Yam
M/W GP NOV
Mark Suggs Yam
Danny Dominguez Suz
Frank Jaworski Hon
William Houston Yam
Rob Clark Yam
L/W S/SPRT NOV
Mike Hartsell Yam
H/W S/SPRT EX
Ed Miles Kaw
Greg McKinstry Yam
H/W S/SPRT NOV
Jamie Nett Yam
Danny Dominguez Suz
Chris Milam Hon
Danny Saul Yam
John Nett Yam
L/W GP EX
Ted Waldorf Yam
Ali Allen Hon
L/W GP NOV
Rod Rein Yam
Mike Hartsell Yam
Rick English RZ
H/W S/BK EX
Robert Blevins Suz
Ed Miles Kaw
Greg McKinstry Yam
H/W S/BK NOV
Danny Dominguez Suz
Steve Byers Suz
Jerry Flood Yam
Eddie Knight Suz
M/W S/BK EX
Sam McDonald Yam
Phil McDonald Yam
Marty Coyne Yam
Jim Dominique Suz
Matt Greene Yam
M/W S/BK NOV
Mark Suggs Yam
Danny Dominguez Suz
Doug Moore Yam
Chris Milam Hon
William Houston Yam
S/TW EX
Kevin LeGrande Hon
U/L GP EX
Robert Blevins Suz
Ed Miles Kaw
M/W S/SPRT EX
Brad Peterson Yam
Marty Coyne Yam
Steve Byers Suz
Matt Greene Yam
M/W S/SPRT NOV
Danny Dominguez Suz
Chris Milam Hon
Doug Moore Yam
Rob Romans Yam
Rob Clark Yam
L/W S/BK EX
Ted Waldorf Yam
Ali Allen Hon
Kevin LeGrande Hon
Jim Keffer Hon
L/W S/BK NOV
Tom Jensen Yam
Dale Sorrels Kaw
Tom Bayless RZ
Douglas Moore Yam
William Houston Yam
GTO GOLD CUP ENDUR
GT Racing Suz
Jerry Flood Racing Yam
Excel Racing Suz
DNA Racing
T&D Racing Yam
GTU GOLD CUP ENDUR
K&N Racing Yam
Fab. Thunderbirds Yam
Roman Racing Yam
Twister Express Yam
Team Slam Yam
GTO/GTU O/A
K&N Racing Yam
Fab Thunderbirds Yam
Roman Racing Yam
GT Racing Suz
Twister Express Yam

Motocross
Moreland's MX
Stanton, MI
Aug. 4

125 C
John Avendt
Doug Chaffee
Scott Tundis
Kevin Dagenaus
Brook Brasington
250 OPEN C
Alan Burmeister
Kurt McKenzie
Richard Heyboer
William Nervs
Elwood Kureth
250 B
Mark Webster
Neil Hammerle
Chad Lemmer
Thomas Shaver
Dave Korte
50 AUTO
Troy Wilson
80 C
Jason Guernsey KX
Mark Knoop Kaw
Jeff Barbour Hon
Danny Murphy Suz
Aaron Leavitt Yam
125 JR
David Horvath Yam
Chad Sauage KTM
POOPED SCOOTERS
Steve Stilgenbauer
WDS 30+
William Sponhauer Hon
William Harris Suz
Elwood Kureth Hon
Mike Hodges Kaw
WDS 40+
Carl Savage Jr. Hon
Gary Gogarn Hon
125 B
Jody Holdicutt
Ray Dunham
Jason Dunham
Gordon Gregory
250 A
Joel Mesh
OPEN
Jerry Smiht
Scott Hammerle

Motocross
Orange Co. Rcwy
Orlando, FL
Aug. 4
By Betty Kaschalk

60
Joshuwah Jennings
Jason Lacuca
Tony Mauro
Andri Boloni
50
Michael Adkins
Dustin Thompson
Kyle Adkins
80 A
Mickey Mauro
80 B
Michael Boloni
Frank Carver
80 BEG
Chris Adkins
125 C
Chip Ellis
Darrell Assai
Cheyene Houser
Victon Vanlanker
125 B
Jesse Williams
Mike Metzler
250 C
Allan Assaf
OPEN B
Mike Suddeth
SR
Shane Adkins
Ron Hancock
John Wick
Kenneth Nordan
WDS 1
Curtis Johnson
Rusty Varn
Jeff Affeld
Gary Cady
WDS 2
Scott Johnson
John Wick
Eric Corun
Michael Cobb



RESULTS

Motocross
Orange Co. Rcwy
Orlando, FL
Aug. 5
By Betty Kaschalk

500
Michael Adkins
Paul Peronard
Kyle Adkins
60
Andri Boloni
80 BEG
Chris Adkins
Tim Gilmore
80 B
Frank Carver
Michael Boloni
125 A
Steve Jerzowski
125 B
Kyle Myers
Mike Metzler
125 C
Frank Buovemani
Paul Gibson
Andrew Reyford
Michael Passafume
250 C
Ross Brinker
Mitchell Mizaahi
All Kundrot
OPEN B
Mike Suddeth
SR
Jeff Hughes
Danny Davis
Ken Wheeler
Bill Lethio
WDS 1
Mike Santana
James Julson
Curtis Johnson
Terry Ousley
WDS 2
Otto Perez
Salvatore Romano
Louis Peronard
Marty Farrell

Motocross
The Challenger
Jacksonville, PA
Aug. 5

126-250 A
Rob Black Hon
David Bachman Hon
126-250 B
Thomas Bursick Yam
Michael Stelmack Suz
Joseph Oldham Hon
Mark Reed Kaw
Scott McGill Hon
125 B
Greg Kernan Kaw
Dave Steubgen Suz
Brian Teyssier Hon
Dennis Williams Hon
Brian Halahan Suz
125 C
Steve Ciallella Suz
Sonny Morocco Hon
William Kuncher Hon
Todd Fisher Suz
James Hortiner Hon
251-OPEN A
Bryan Linenan Yam
Rob Black Hon
251-OPEN B
Michael Stelmack Hon
Tom Crayton Hon
251-OPEN C
Ivo Miller Kaw
Thomas Harris Hon
Brian Neuhoff Hon
85 INT 12-13
Chad Oppy Suz
Michelle Moore Hon
Mike Knight Suz
85 SR 14-15
Steve Loveday Hon
Danon Andolina Kaw
Collin Snyder Suz
Jason Davis Suz
Johnny Onisko Hon
VET A
Bryan Linenan Yam
David Bachman Hon
VET B
David Kaufman Yam
Steven Perrine Yam
Daniel Watson Hon
SR
James Danner JR Kaw
126-250 C
Dale Slabaugh Kaw
Edward Kubic Hon
Samuel Goodich Yam
Marty Mortiner Hon
Ralph Husong Jr. Hon
85 S/MINI 7-15
Chad Oppy Suz
86-125 SCHBY 12-15
Shawn Cochran Suz
Steve Loveday Hon

Motocross
NESC
Southwick, MA
Aug. 5

125 EX
John Dowd Kaw
Carlo Coen Suz
Bill Ozielak Hon
David Antonucci Hon
Mike Treadwell Kaw
200+ EX
John Dowd Kaw
Mike Treadwell Kaw
Jim Meenan Suz
Jeo Mikalson Yam
Carl Leguia Suz
125 AM
Brian Austin Suz
Todd Simons Kaw
Eric Soucy Yam
Karl Backlund Yam
Al Manzolini Hon
200+ AM
Tom Dowd Yam
Jeff Ferriera Hon
Doug Pitts Kaw
Karl Backlund Yam
Rory Eastman Yam
OPEN AM
Keith Goyette Yam
Tom Dowd Yam
Rory Eastman Yam
Chris Wagner Hon
Brian Daly Hon
85 BEG
Richard Rogers Yam
Adrian Colon Kaw
Benjamin Asaff Suz
Tobey Faugano Kaw
Jason Boron Yam
85 JR
Chris Fiandaca Suz
Clint Rooney Hon
David Souza Kaw
Ethan Zriny Suz
Eric Vincequere Kaw
185 SR
Ed Lyons Suz
Adam Dupont Suz
Larry Lashway Kaw
125 YTH BEG
Chris Harris Suz
Darren Schwartz Kaw
Tom Giles Suz
Casey Brennan Hon
Matt Bennett Kaw
125 YTH JR
Richad Morin Kaw
Roman Grabacik Hon
Glen Labbe Kaw
Evan Newman Kaw
Tom Violette Kaw
125 YTH SR
Todd Simons Kaw
John Barone Jr. Hon
Randy Robare Kaw
Adam Dupont Suz
Jeff Debelis Suz
VET
Joe Mikalson Yam
Richard Crooker KTM
Jim Meenan Suz
David Clemence Hon
Ray Bergeron Yam
SR VET
David Clemence Hon
Ron Vincent Yam
Gary Mikalson Yam
John Barone Sr. Hon
Jim Cormier Hon
40+ VET
John Barone Sr. Hon
Loyu Colon Yam
Don Lachapelle Yam
Tom Navarro Sr. Hon
Al Garfield Suz
VET INT
Jack Weaver Yam
Chris Knuth Hon
Jim Pare Hon
J.B. Hopkins Suz
Joe French Hon
125 NOV
Eric Robie Suz
Craig Charron Yam
Ken Jazudowich Yam
Richard Frank Hon
David Puffer Suz
250 NOV
Matt Maler Yam
Richard Tischofer Hon
Eric Robie Suz
Chris Chase Hon
Sean Byrnes
OPEN NOV
Chris Harris Suz
Darren Schwartz Kaw
Marty Gaffney Suz
Steve Berube Hon
Brady Albert Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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Motocross and Supercross videocassettes from Motovideo.

(#65) Motocross de Nations 1989
America's best motocross champions take on the world in this special 60 minute show from Gaildorf, West Germany. Guess who wins! Classic MX action on video. Catch it through Cycle Action Theatre on Motovideo.

(#76) World MX Grand Prix Review '89
60 minutes.

(#150) 1990 Gaterback MX Nationals
RJ returns from injuries to score first outdoor win of the season, but not without a fierce battle with Stanton. Kiedrowski repeats '89 victory in 125 action.

(#151) 1990 Sacramento MX Nationals
Team Kawasaki's Jeff Ward and Suzuki's Guy Cooper put on a thrilling show for the 14,102 fans attending the 22nd Annual Hangtown Motocross Classic at northern California's Prairie City OHV Park as they battle their way to the overall victories in the 250 and 125 Nationals.

(#152) 1990 Axton MX Nationals
Jeff Ward earns the victory over Bradshaw and Stanton at the high-speed Lake Sugar Tree MX Park; Bayle battles with Cooper for the 125 class win.

(#153) 1990 Mt. Morris MX Nationals
Yamaha's Damon Bradshaw settled the score with Jeff Ward when he won the second moto to claim the 250cc National victory at High Point Raceway. Bayle takes 125cc win with come-from-behind rides in both motos.

(#154) 1990 Buchanan MX Nationals
Jeff Ward and Guy Cooper prove unstoppable on a hot & humid day at the Red Bud Track 'n' Trail National.

(#155) 1990 Southwick MX Nationals
Stanton and Cooper churn out wins on the sandy and physically demanding Southwick track. Stanton reclaims the points lead from Jeff Ward.

(#156) 1990 Troy MX Nationals
Jeff Ward wins the battle, Stanton wins the war as the 250cc National Championship is decided at the last round at Kenworthy's GP Club in Troy, Ohio. Bayle trades moto wins with Matiasevich for the day's 125cc honors.

(#109) Kamikaze! World Mountain Bike Championships
The greatest mountain bike race in the world takes place each year at Mammoth Mountain Ski Area in the California High Sierra. See footage from the last 5 years from these awesome events: Kamikaze Downhill, Observed Trials, Cross Country, Dual (slalom) Challenge, Hillclimb, and more including lots of crashes. If you like bicycles, this video is for you. 60 minutes from Motovideo.

(#10) 1986 Anaheim Superbowl
Starring Rick Johnson and David Bailey in a race-long duel classic. 60 minutes by Motovideo.

(#12A) The World's Greatest Supercross Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#67) Best of Supercross 1988
It's Motovideo's first highlight videocassette from the '88 SX season. See the greatest racing from 5 supercross seasons on this one 60 minute tape. Rick Johnson and Jeff Ward in close combat for Number One! A spectacular motocross treasure. 60 minutes.

(#67A) Supercross Review '89
Follow Jeff Stanton on the road to glory throughout the 1989 AMA Supercross series. By Motovideo.

(#300) 1990 Supercross Package
Order all 16 videos of the 1990 AMA Camel Supercross series in one package. Save $2 per tape, complete your collection! From Motovideo.

(#301) 1990 Anaheim Supercross.

(#302) 1990 Houston Supercross.

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(#307) 1990 Pasadena Supercross.

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(#309) 1990 Pontiac Supercross.

(#310) 1990 Tampa Supercross.

(#311) 1990 Charlotte Supercross.

(#312) 1990 Rutherford Supercross.

(#313) 1990 Foxborough Supercross.

(#314) 1990 Oklahoma Supercross.

(#315) 1990 San Jose Supercross.

(#316) 1990 Los Angeles Supercross.

(#51) Bubba Shobert: Champion
True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

(#53) Toughest Race I Ever Won
Bubba Shobert wins for Honda, then tells you how. Thrilling 6-rider duel to a photo-finish. 60 minutes by Despain.

(#200) 1990 Ascot (Spring) Half-Mile
This video is the essence of dirt-track racing; two of the best in the business duel for 20 laps — and decide it all in a one-lap dash to the flag. By Despain Associates.

(#201) 1990 San Jose (Spring) Mile
Parker takes the clear win over an unbelievable race in the pack for second between 8 riders. By Despain Associates.

(#202) 1990 Springfield (Spring) Mile
Scotty Parker breaks away from a 7-rider battle to score an impressive win. Slow-motion replay of rookie Andie Huff's amazing end-over-end crash. Morehead taps Keith Day at 130 mph, and tangles with Ingram in the last-lap battle for the runner-up spot. By Despain Associates.

(#203) 1990 Louisville Half-Mile
Chris Carr shatters the record for 20 laps on the rugged limestone oval. Slow-motion footage of crashes by Atherton and Ingram, and inside the pits as the Camel Pro riders prepare for combat. By Despain Associates.

(#78) The American Express
A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo

(#79) Australian RR GP 1989
Gardner homes in, Freddie Spencer returns, and all the fastest guys on the fastest bikes in the sport. 60 minutes. From Motovideo

(#80) Japanese RR Grand Prix 1989
60 minutes. All the action. Cheaper than tickets and no ships. From Motovideo

(#81) United States Grand Prix 1989
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. See all the action! "Better than being there!" This is not the NBC version - 6 cameras, more racing action! 60 minutes. By Motovideo.

(#19) V-Four Victory
Ride the 850cc works Honda V-four on a 37-mile lap of the Isle of Man. "Awesome!" "Impressive!" Pour a cuppa tea and enjoy the 1983 TT with Joey Dunlop, fastest man on the Island Circuit, and the Ulster, Ireland GP. 50 minutes by Halmar Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#80A) 1990 Japanese RR Grand Prix
Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

(#81A) 1990 USGP Laguna Seca
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

(#82A) 1990 Spanish RR Grand Prix
Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

(#83A) 1990 Italian RR Grand Prix
Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

(#84A) 1990 West German RR Grand Prix
Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

(#85A) 1990 Austrian RR Grand Prix
Tight action as Schwantz wins at Salzburgring by ½ second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

(#86A) 1990 Yugoslavian RR Grand Prix
Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-rider duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

(#87A) 1990 Dutch RR Grand Prix
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

(#88A) 1990 Belgian RR Grand Prix
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

(#89A) 1990 French RR Grand Prix
Schwantz turns up the heat with a spectacular win at LeMans, as Cardner turns in a gritty performance over Rainey for the runner-up spot. Points race in 250cc tightens as Kocinski crashes, Cardus wins over Cadalora. By Motovideo.

(#94) Isle of Man 1989
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. See it yourself from all the best locations and the air! 60 minutes. From Motovideo

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! Guaranteed to entertain everybody! 60 minutes. By Motovideo.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

(#14A) 1990 North American Speedway Final
See which four riders qualify to go on to the World Individual Speedway Championships. By Raz Video.

(#23) World Team Cup 1988
Best speedway riders in the world on the world's best track (Long Beach, CA). 60 minutes by RAZ.

(#45) U.S. Speedway Nat'l Championship 1988
All the races in the AMA event at Orange County Fairgrounds plus interviews with riders Lucero, Collins, Ermolenko, et.,al. By RAZ. 60 minutes.

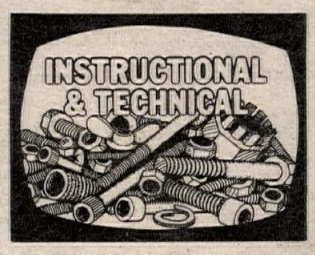
(#102) Speedway Ice World Championships 1990
The Budweiser Indoor Speedway Ice Racing Championship in Tucson, AZ in January, this is a good look at the fun, fast, studded tire sport. From RAZ Video.

(#103) 1989 California State Championship Speedway
A sell-out crowd in San Bernardino, CA saw it live, now you can enjoy it too, from RAZ Video.

(#104) Sturgis '89
The 49th annual Black Hills Classic including dirt track, hillclimbs, drag racing and, of course, bikes & bikers, including Willie G. Davidson and a classic Malcolm Forbes. 57 minutes from Progressive Design.

(#106) Daytona '90 — "A Ride on the Wild Side"
The foremost Cycling Event in the World! Ten days of fun in the sun at the fabulous Daytona Beach, FL. See the bikes, races, personalities and much more. Lots of Main Street action. By Progressive Design.

(#107) Racing America Volume One
A video almanac of motorcycle racing and touring from across the United States. Includes footage of various competitive and non-competitive events from Daytona, Sturgis, Widowmaker, and more. From Motovideo.



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy."

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From John Bradley entertainment. Rick's new 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can. Order now for immediate delivery!

(#101) V-Twin Wheel Lacing
Expert wheel lacer Kennie Buchanan demonstrates the craft of wheel spoking, truing, runout correction. Covers American bikes completely, much adaptable to other wire wheels. 67 minutes from Tech Tapes.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clera understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video - I'm No Chicken!"
Follow "the Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. Great footage of the Chicken from his supercross performances and Mammoth, too. 60 minutes of entertainment from Motovideo.

(#44) Paris-Dakar 1988
Like the plot of a Burt Reynolds movie, but it really happened! Triumph and tragedy from Motovideo. 60 minutes.

(#77) 1989 International 6-Days Enduro
From Motovideo. 60 minutes.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Motovideo

(#110) Blackwater 1990 - The Video
Motovideo presents a spectacular 60 minute video featuring both motorcycle and ATV racing from the 1990 Blackwater 100. See some of the best woods racers in the world (and some of the worst) do battle at "America's Toughest Race" in West Virginia's beautiful Canaan Valley near the town of Davis.

(#55) Motocross Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageouus over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#105) Supercross Thrills, Spills and Chills '90
You've seen the commercials - now buy the video . . . Great entertainment at parties. 30 minutes from Motovideo.

(#98) Havoc 7
Over 170 "incidents" — accidents including road bikes, dirt bikes, rally cars and sports cars. Real time and slow motion commotion as even the best have their off moments. Fun to watch. 60 minutes.

(#99) Havoc 8
Over 140 crashes captured on film and videotape, but no one gets hurt! Some are stunts, some are not on purpose, but entertaining withal. 60 minutes.

(#22) Speedway Spills
100 dramatic crashes, over 100 laughs by RAZ.

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